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Vol. CLXXX No. 2352 WITH WHICH IS INCORPORATED THE GRAPHIC FEBRUARY 17 1945

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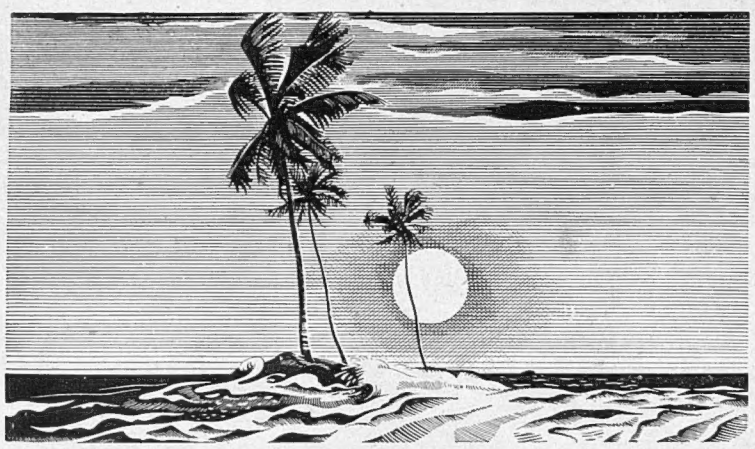

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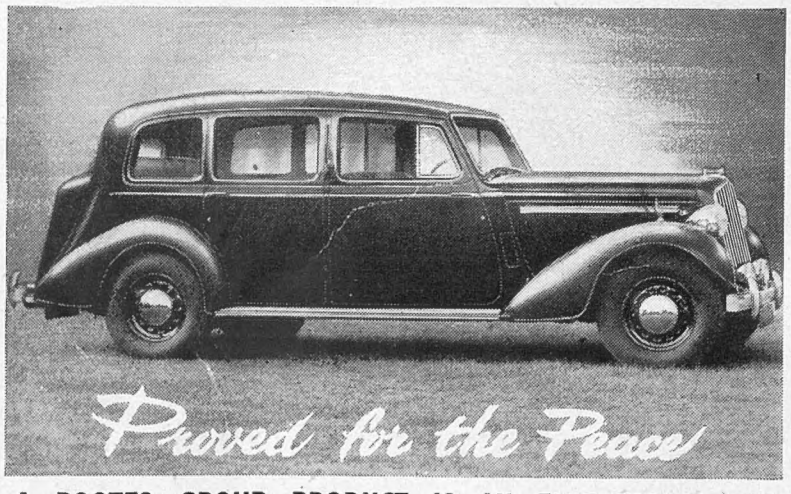

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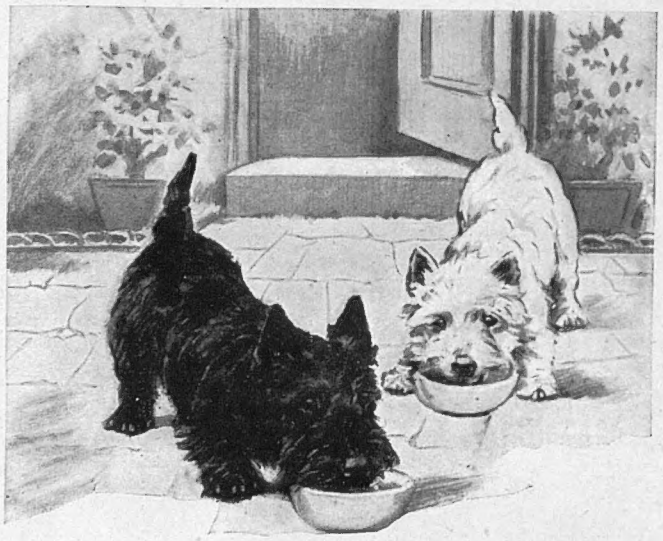

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Volume CLXXX No. 2352 The SPHERE, London, February 17, 1945

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

THE NEW OFFENSIVE BY FIELD-MARSHAL MONTGOMERY'S ARMY ON THE WESTERN FRONT, LAUNCHED ON THURSDAY, FEBRUARY 8, TO THE SOUTH-EAST OF NIJMEGEN: British tanks passing through the German town of Kranenberg, on the road to Cleve

The offensive opened at the end of last week, when British and Canadian troops fought through the outer defences of the Siegfried Line and moved through the Reichswald Forest towards the River Rhine. Crossing the Dutch-German border, our troops cleared the town of Kranenberg, north of the Forest, and pushed forward to capture the village of Nutterden, on the road to the important town of Cleve (famous in history as the birthplace of Ann of Cleves, fourth wife of Henry VIII). The advance through the Forest was difficult, owing to the strength of the German defence posts and to the deeply-rutted roads and mud: it had been bombarded with great severity by strong concentrations of artillery, self-propelled guns and tanks. The most significant achievement in the early days of the attack was the capture of twelve German towns and the piercing of the northern part of the Siegfried defence zones: this was achieved by the successive captures of Kranenberg, Nutterden and Cleve (*see also p. 195 of this issue*)

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A WAR NEWSLETTER—No. 285

1, NEW OXFORD STREET, W.C.1.

Across the Oder.—While the Big Three were in secret session somewhere in Europe, Stalin was able to announce with appropriate fanfares that the Red Army had crossed the Oder below Breslau on a fairly broad and quite adequately deep front, somewhere between Oppeln and that fortress. The German bulletins, always in advance of the Russian and usually accurate or prophetic, conceded to them other crossings north of the city. This news is encouraging, as it suggests that the forward surge which carried the Red Army irresistibly to the last natural barrier before Berlin may yet dish logistics and the weather, and, by turning the Oder line, carry the victorious Russians into the streets of Berlin in a single great movement. That Berlin need not be the end, even when completely cleaned up, is a commonly held assumption. But its capture will be an outsize spanner in the spluttering Nazi engine; for Berlin, battered and ruined as it is, is still the vital bottleneck between West and East, and the hinge of the Nazi resistance. But the present state of Berlin is not such as to evoke humour even from those who most detest and loathe the Nazi, the German, and all their works, and I will leave it to others to make play with the obviously attractive notion of Berlin and the "Oder of Sanctity." Even Vengeance turns its eyes from the horror of this divine retribution. None appreciate better than the Russians that time is not on the Allies' side; and that every single hour henceforth by which victory is deferred is of the value of a year in damage to civilisation. A long pause now is not to be thought of, if legitimate risks and miracles of improvisation can avoid it. The risks of delay are much greater.

The Long Trek.—Every day the papers publish lurid accounts from eyewitnesses of the horror of suffering endured in the great trek of German civilians westward from the Russian advance. It was said that Berlin contained a surplus population of millions of these refugees when the great 1,000-bomber blitz fell on the city. On the roads, children and the old died like flies and were buried in the snow in shrouds of newspaper. Past hope, with all illusions long since dead, these wretched millions drive on to doom, enduring with the strength of total apathy, despair and fatigue the awful punishment meted out to the damned who sell their souls. I don't know how we are expected to receive these reports. That depends on the character of the editors. The more robust no doubt expect us to rub our hands and smack our lips. It is not easy to do so. It is possible to approve the poetic justice which has fallen on Goebbels' propaganda machine. The "Bolshevik bogy" has come home to roost with a vengeance. He painted it so black that he has blocked the roads of salvation eastwards by the westward flow of millions who have come to believe in his bogy. The Doctor of Lies is hoist on his own petard. But when we consider those Gadarene herds of miserable animals, those of us with a spark of conscience, if not of humanity, remaining after six years of war may well confess: "There but for the grace of God. . . ." For *who were sheep and who were not sheep in the* 1930's? And what nation in Europe—or civilisation so used their rights and responsibilities as citizens and individuals then as to control their elected Governments and to direct events away from a cataclysm so obvious and a catastrophe to civilisation so complete and certain?

Manila.—We are no strangers to surprises in war, least of all unpleasant surprises. Most of us, I suppose, were surprised, and very pleasantly, by the swift capture of Manila so early in the Luzon campaign and at so very trifling a cost to the Americans. It is another great triumph for MacArthur, and the comparative ease with which success has been achieved is a tribute to American leadership and military powers, first of all. But still the wonder grows as to the present condition of the Japanese war machine. Manila is a great prize. Its capture literally carves up the Great Japanese Plan, and all Reason now suggests that the plight of Japan is far worse to-day than in the most optimistic estimates. How else to account for the total failure of the boastful commander to stage a serious resistance? How else to account for the crippling disasters to Japanese air power on Luzon airfields? We are naturally reluctant to express confident prophecies—we have learned too often the dangers of complacency. But events in Luzon do indeed point to the logical conclusions that either the Japanese war machine is already coughing and spluttering, or that the whole offensive plan has been altered and is in transition, and the enemy is engaged in preparing surprises elsewhere and on some new theory. Our information was that on the day of the first landing this vital island was full of first-line Japanese troops. They seem to have disappeared; gone by default, gone with the wind; and all the truculent boasts of their leader are flabby piecrust. I presume that the wastage in vital shipping and vital air power has indeed crippled the Japanese and already brought them to a dangerous cross-roads of decision, where hesitancy may soon spell total disaster. The iron, it seems, is hot for further strokes, and much sooner than we had reason to expect. The chance is not likely to be missed by MacArthur and Co. In the Near and Far East, in the west and the south, the noose is tightening to a stranglehold on the throat of Tyranny.

A SINGER WHO WAS BLINDED WHILST SERVING WITH THE A.T.S.—Miss Beryl Sleigh, guest-artist in the B.B.C. "Merry-Go-Round" programme on February 16: Miss Sleigh won her first prize in a class-singing competition at school. At seventeen she decided to adopt singing as a career, and studied intensively in Florence and at the Royal College of Music in London. She then toured in several musical shows as a mezzo-contralto, and had the prospect of joining the Sadler's Wells Company when war broke out. Volunteering for the A.T.S., she joined the service as an ambulance and lorry driver. During the London blitz in April 1941, she was blinded by an explosion. In spite of this, Miss Sleigh resolved to continue her singing career, and after eighteen months at St. Dunstan's, she learnt to read Braille and music written in Braille, reading the notes with one hand and playing the melody with the other. In recent years, she has triumphed over her handicap sufficiently to travel alone all over the country entertaining members of the Forces, war workers and the general public

Strategy—The *Plat-du-Jour*.—I observe with a smile that some of our leading wizards of strategy—the military correspondents and commentators—are beginning to "justify their works" and answer the petulant criticism of their listeners and readers who declare that their prophecies and appreciations are nothing but copy-cat and guess-work. So the wizards are beginning to point out "how right they were when they said in '42, '43, '44, and so on . . ." I ought to be in the movement. Really, my blurb has been "not so bad," my prophecies "not so far out." Shall I remind you of what I said in 1942-3-4, etc.? No, I think not. Were I to do so, my tongue would obviously be in my cheek. I have too often expressed the view that war is a game of chance; for all that, victory depends on the perfection of preparation and training on foresight and a close study of logistics, on accurate knowledge of your enemy's strength and weaknesses. . . . But, still and always, a game of chance which gives no man, not in possession of all the knowledge available to the commanders on *both* sides and pre-knowledge of Nature's surprise packets, a better chance than you or I have of forecasting results; though a trained soldier may have much better means for a sound appreciation of business *done*, of a finished campaign. And there is another reason why I cannot take too seriously my efforts in the strategic arm-chair. For some years now I have observed that *my* reading public at least increasingly reveals its interest in matters not related directly to war. Six years of non-stop war commentary is a bellyful, and it doesn't surprise me that I receive ten letters from readers on the subject of mole-catching or how to cure cold feet, or what Gladstone said in '87, or whether Anne Boleyn had six fingers instead of five on her hand, to every one which I receive concerning my brilliant prophecies and estimates from the war fronts. *Toujours perdrix*. Six years is a long, non-stop journey. There are excuses for a loss of interest in partridge as the *plat-du-jour*. I think we all realise that the most thrilling and vital stage of the vast campaigns is now opening; and we are equally convinced of the necessity and duty of every one of us to follow with intelligence as well as intense concern the daily progress of our armies in every field. Our ancestors in 1800 did not do this. They had not the means to do it, if they would. In fact, they were much more concerned with the political and economic roughhouse on the Home Front. Our interest is real, our duty clear to us. Our hearts are with our men overseas. Nevertheless, a certain *nostalgie* for the quiet things which belonged unto our peace is understandable. The Press and the B.B.C. alike may have swung too far and slightly overdone the partridge as the *plat-du-jour*. Not that I shall persuade any editor of this truth, and, since that is certain, I shall take pride in the fact that mine selects my war notes and usually rejects my "escapism" commentary. Clearly he thinks my arm-chair strategy "not so far out." Well, dash it, so do I. I have been turning back the files. How right I have been! What did I tell you only the other day of the probable "state of parties" east, south and west of Berlin by the middle of February? Here's the great secret of strategic prophecy. Everything has an end—at last. And if you go on long enough prophesying the end of Nazi oil, Nazi rolling-stock, Nazi reserves of men and armour, Nazi resistance, then one day, if you live so long, you will assuredly be crowned as a prophet. Meanwhile, the Russians, the Americans, the British, the French, are all attacking, and day by day drawing closer by a little the circle round Berlin.

T.U. Congress.—I am far more impressed by the World's Trade Unions when they are thinking and planning internationally than when they are acting nationally. I read reports of discussions during the late Congress in London, and some of these reports encouraged me. In theory I believe with Mr. Bevin that none are more capable of binding together the nations of Europe in peace, brotherhood and understanding than the working people. I don't suppose that Mr. Bevin's and my definition of "working people" agree, but I agree with him that "diplomats and heads of State" have made a poor job of their opportunities in the past, and that it is high time that the working peoples tried their hands at it. To succeed, the Trade Union organisations of every country must prove by their domestic conduct that they are qualified for the wider field. I don't know that that stage and prerequisite have been everywhere attained. But the world is very old and the T.U. movement comparatively young. And I took comfort from the promise (which I remember once before to have been made, about 1920), endorsed by one American Union, the British, the Russian and many another Union from powerful States, that they will see to it that never again shall the peoples of civilisation be plunged in the imbecile horror and bestiality of war. It's a long row to hoe, and these unions of working people will start from scratch; and will, we must all hope, prepare themselves for this noble task as did the candidates for knighthood in the days of Chivalry, by prayer and fasting, by self-discipline and noble thinking, by purity of conduct and true repentance. The world is so old, the sins, the frailty, the folly and selfishness of mankind so little alleviated, the noble talk so little translated into noble action, that a man might be suspected of taking comfort from a wordy resolution with his tongue in his cheek. I don't wish to be so suspected. What is left but hope?

THE OLD STAGER

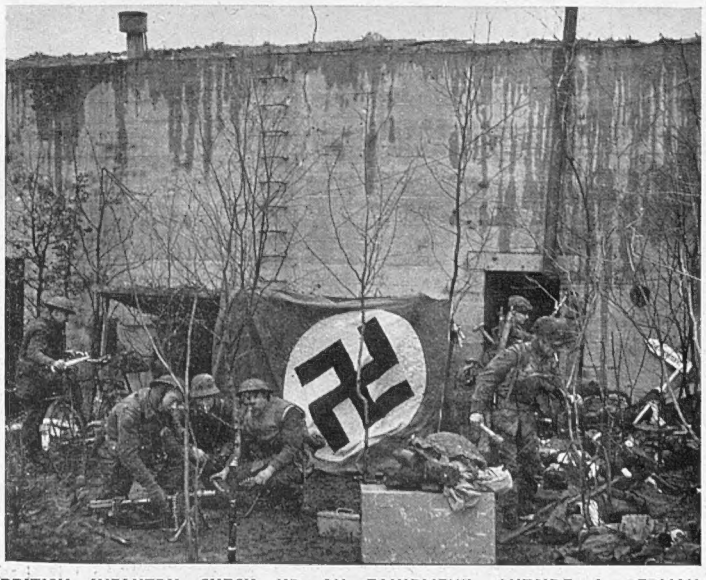
READY TO MOVE UP INTO BATTLE: MEDIUM TANKS STANDING BY AT THE OPENING OF THE OFFENSIVE. A low-level aerial picture, showing British and Canadian armour south-east of Nijmegen, taken on February 9, just before they moved up into the Reichswald Forest

THE NEW OFFENSIVE INTO GERMANY

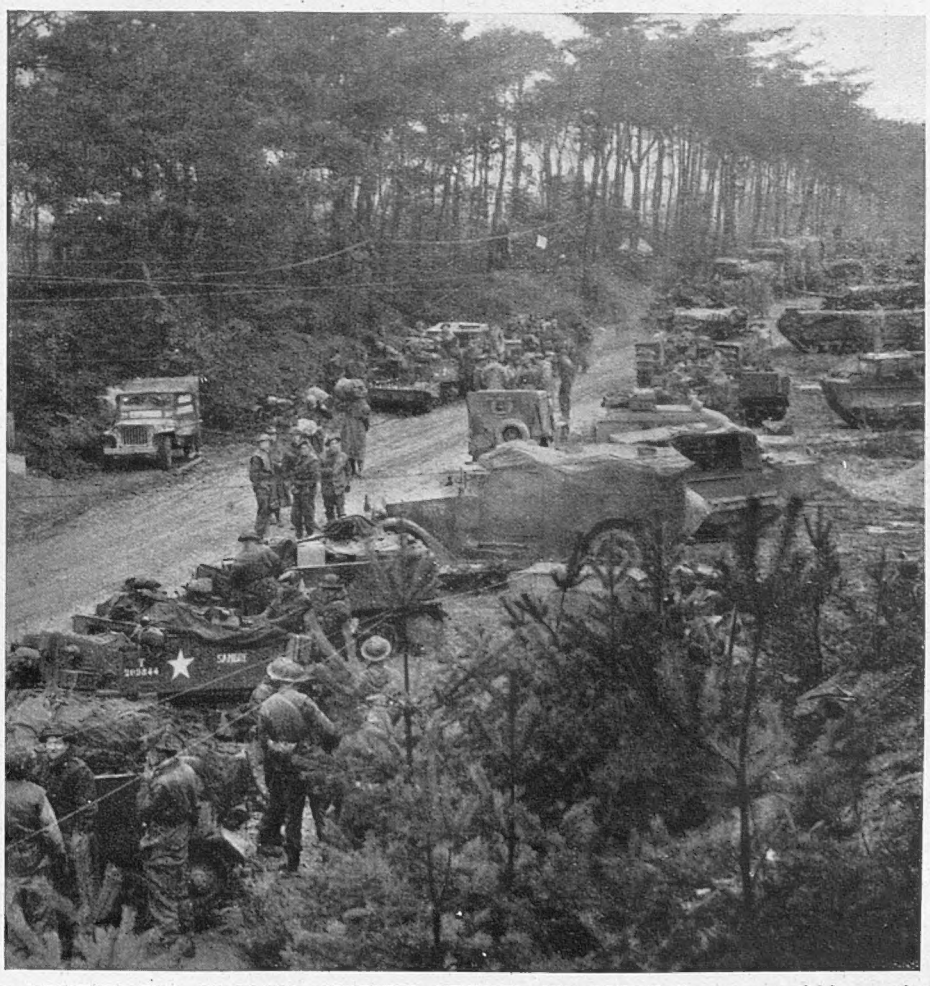
The British and Canadian Advance to Cleve through the Reichswald Forest

The clearing of the Reichswald Forest was carried out by British and Canadian soldiers of General Crerar's First Canadian Army. An advance of five miles was made in the opening hours of the offensive, and twelve German towns were captured. The combined Allied forces came up against extensive minefields, laid by the enemy during the recent lull in this sector. Nevertheless, the Reichswald Forest was cleared of Germans, and the British and Canadians penetrated to the town of Cleve

THE APPALLING MUD RUTS IN THE FOREST. Sappers strengthen the waterlogged roads over which the heavy armour had to advance on the way to the Siegfried Line and Cleve



BRITISH INFANTRY CHECK UP ON EQUIPMENT OUTSIDE A GERMAN BUNKER THEY HAD JUST CAPTURED. With it they took 90 German prisoners. This picture was taken on Sunday, February 11

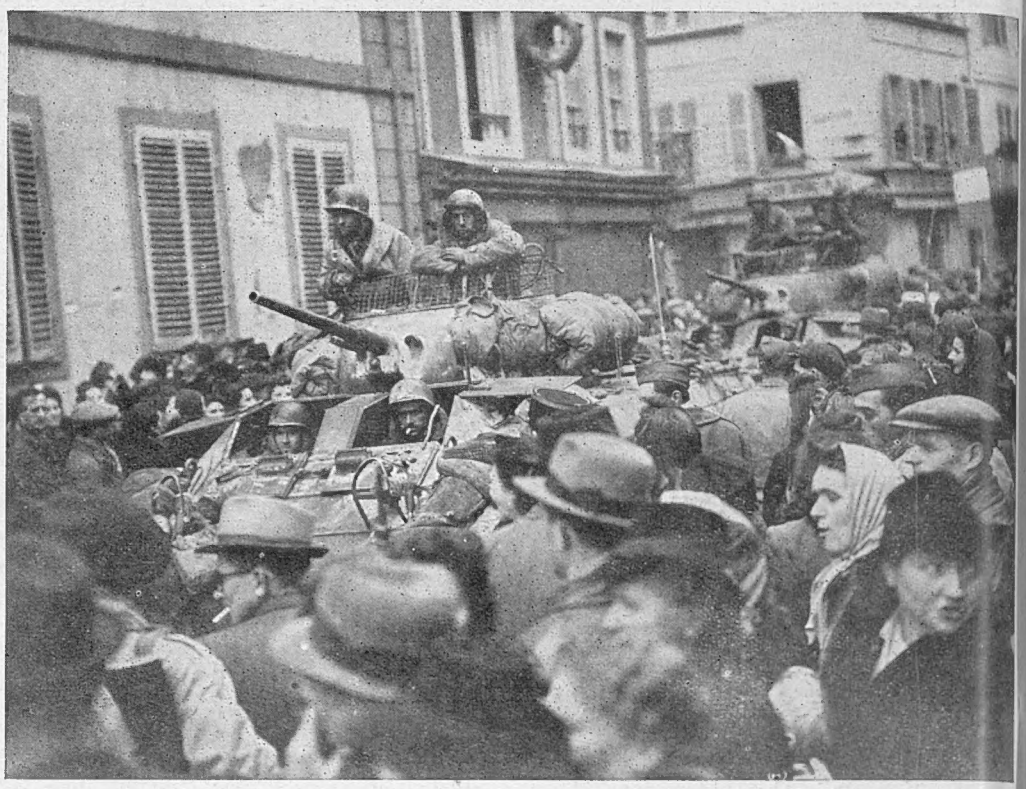


A CONCENTRATION OF TANKS, ARMOURED VEHICLES AND TRUCKS line the roadside on the fringe of the Reichswald Forest. The infantry went in to the attack on Thursday, February 8, riding on the tops of these vehicles

PICTURES from the BATTLE-LINE

The Push into Alsace and the Capture of Another German "Little Aachen"

THE MAYOR OF COLMAR, M. Edouard Richard, waving a bouquet and giving the V-sign as Allied troops entered the Alsatian city after its liberation. The streets were filled with French citizens and members of the F.F.I.



THE LIBERATION OF COLMAR: A great welcome was given to the men of the 28th U.S. Infantry Division and the 5th French Armoured Division when they entered Colmar, third largest city in Alsace, thus virtually sealing the fate of the German Nineteenth Army remaining in the Colmar "pocket." This picture shows how the dense crowds held up the armoured column in their jubilation after the city had been liberated

THE RAINS AND THAW GIVE THE SECOND ARMY A DIFFICULT TASK IN HOLLAND. Heavy going through flooded lands when the sudden thaw turned the frozen roads into quagmires and the fields into vast stretches of lakes. These men were going up to the line, with mud and water above their ankles in places

IN WEISWEILER, ONE OF THE CAPTURED GERMAN TOWNS: A minor flood as the result of the recent thaw, through which all vehicular traffic moving up to the line had to pass. This town has been in Allied hands for many weeks, in one of the American Sectors of the Western Front

THE "LITTLE AACHEN"—a scene after the battle for possession of Kesternich: When the U.S. infantry began to punch their way through the much-disputed town of Kesternich, it had 112 houses. By the time the Germans had been driven out, not a single house was left intact; because the enemy had been hidden in every building. The U.S. troops have nicknamed Kesternich the "little Aachen." This picture gives an idea of what the place looks like now: in the background, a few upright walls alone remain. The two men in the foreground belong to the 78th Division, who captured the town

A KNOCKED-OUT GERMAN TANK IN KESTERNICH: It had been drawn up in the garden of one of the houses, camouflaged with white sheets, to delay the Allied entry. All the houses round about it had been shelled into ruins

A BRIDGE BLOWN BY THE GERMANS, AND HOW IT WAS REPLACED BY THE R.E.s: the remains of the old bridge are seen on the right; in the foreground is the new temporary structure

On left—**TROOPS WITH PNEUMATIC DRILLS breaking up the small end of the bridge before replacing it with a new span**

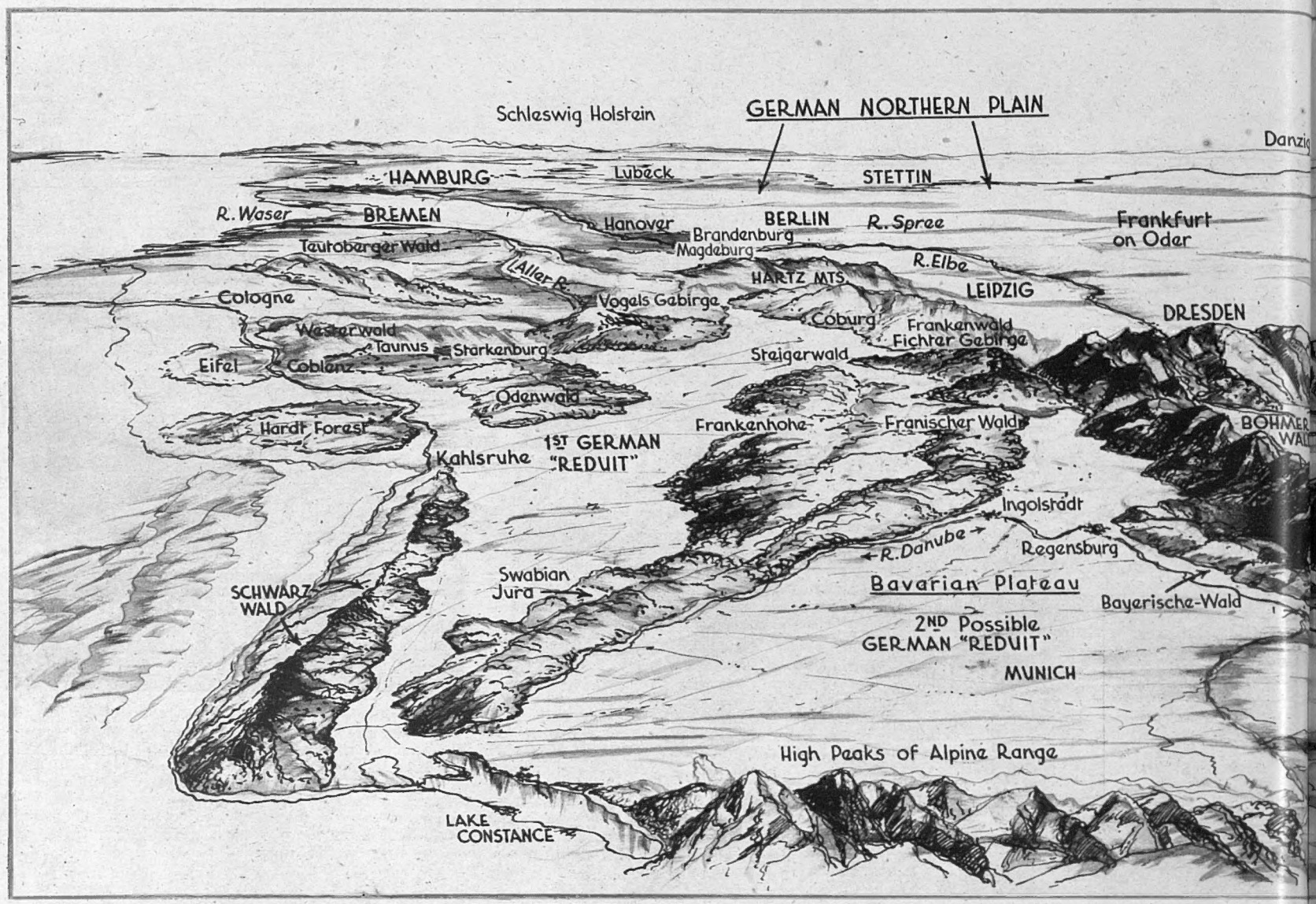
REPAIRING the CHAOS in CAEN

The Reconstruction of a Key Railway Bridge by British Engineers

During the big German retreat from Normandy, all the bridges around Caen were blown by the Germans or bombed by the Allied air forces. Since then, British R.E.s and Pioneer Corps and Railway Construction Companies have overcome many of the difficulties in record time and kept communications and supplies moving by their re-bridging and repair organisations. The pictures given here show how the repair was carried out on the 450-ton section of the blown bridge at Caen which carries the railway line from Cherbourg to Paris. With the assistance of 100-ton-capacity jacks and shorings of wood, the weight of the bridge was let down on to supporting pillars at the end, where the gap is seen. Having achieved this, the replaced section received supporting columns, and a new span was joined on to the other side to make the bridge complete again. Meanwhile, a Railway Construction Company built a single-track girder bridge to carry the line.

REPAIRING THE 450-TON SECTION OF THE BRIDGE BLOWN BY THE GERMANS IN CAEN: On the right is the portion of the concrete structure which was collapsed just outside the station, and on the left is the single-track temporary bridge under construction by the Royal Engineers. This bridge carries the railway line from Cherbourg to Paris, and it is vital for Allied communications system

b



WHERE THE NAZIS MIGHT MAKE THEIR "LAST STAND" AGAINST THE ALLIED ARMIES IN SOUTH GERMANY: The two German "reduits," or bastions, where the die-hards might fight it out against the Allies to the bitter end after the rest of the Reich has been abandoned to its fate. These areas are surrounded by mountain chains and forests (see notes below)—*Drawing by Percy Home*

A short time ago, it was announced that Switzerland had been constructing, during the last three or four years, an inner rock-fortress which would act as an impregnable citadel if that country should ever be attacked. Reports stated that this "reduit" had been constructed among the 12,000-ft. peaks of the Alps—which would mean that the northern, vulnerable part of Switzerland would have to be sacrificed. It was further stated that essential factories had been constructed within the military defence area, the idea being that such a mountain citadel would be able to hold out indefinitely.

THE GERMAN "FORTRESS"?

Will the Die-hard Nazis Retire to the Mountains for a Last Desperate Resistance to the Allies?

—*Two Special Sphere Diagrams*

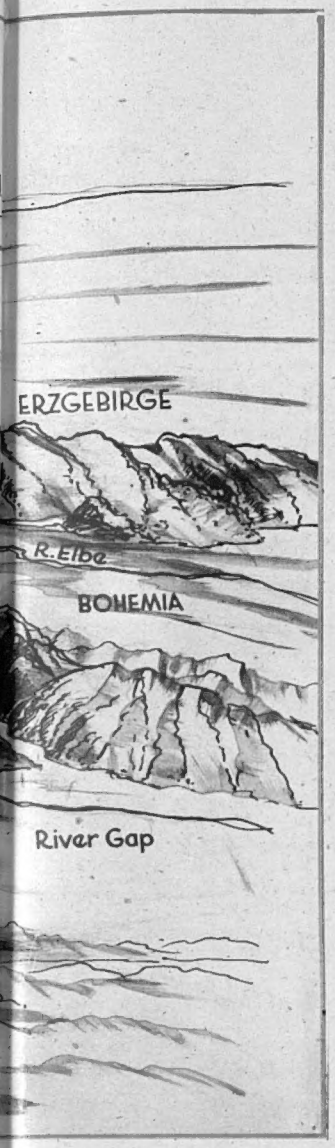
Military opinion considers that the Nazis are now engaged in the formation of a similar "fortress." It remains to be seen whether they have started the work early enough to make it really strong enough to wear down the battering attacks of the Allies. The Swiss have the advantage of towering ranges of snow-capped heights stretching over a considerable region. Southern Germany has certainly an Alpine frontier, which is flanked by the high Bohmerwald on the east, while the Black Forest might prove a difficult barrier on the west.

It will be seen from the bird's-eye view given above that a transverse range of hills and forests stretches from north of Lake Constance in a north-easterly direction, and north of the Danube to the Fichtegebirge, which are backed by the high peaks of the Ertzgebirge. These hills divide the mountain area of Germany into two parts, the northern having the Hartz as a northern bastion, and the southern one being enclosed within the Danube and the southern Alpine frontier. There are vulnerable gateways in these natural "fortress" areas which would have to be specially guarded.

The whole of the northern German Plain, which stretches from Hamburg to Berlin and the Vistula, would have to be surrendered, and all essential factories would have to be reconstructed in one or other of the southern fortresses. Nearly all the areas shown on the above view are densely forested, and would provide difficult obstacles if adroitly held. It will be evident that the presence of the Allies so near the Karlsruhe "gate" would be very unwelcome, and the eastern way up the Danube Valley would also give the enemy furiously to think.

In the drawing, German territory alone has been considered; if the enemy determined to fight amid the Austrian Alps, that would introduce further considerations.

THE SWISS "REDUIT" AREAS, OR INNER ROCK-FORTRESSES, created during the past three or four years amongst the 12,000-ft. peaks in case the country is invaded. Here essential factories have been established; and here the Swiss Army would continue to hold out against any aggressor. The German "fortress," of which we are now hearing, might be based on this plan—*Special* Sphere *diagram*



ONE OF THE NAZI LAST HOPES—the German Volkssturm, or "People's Army," take the oath. The scene as the veterans marched to the swearing-in ceremony through the streets of the capital. Many of them have already taken part in the fighting against the Russians on the Eastern Front and against the British and Americans

THE LAST LINE OF DEFENCE—The German Home Guard wearing an assortment of Army and civilian clothing, march off to a training-ground to learn how to use the "bazooka." All able-bodied men between sixteen and sixty have been ordered to join the organisation, which is under the control of Himmler, C.-in-C. of the German home front

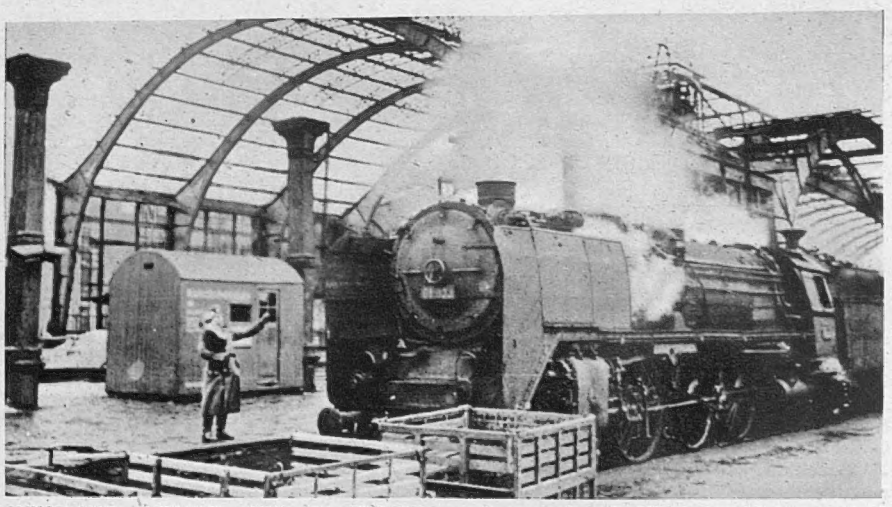
THE NEW CHIEF OF STAFF—Colonel-General Heinz Guderian, who was elevated in rank following on the bomb plot of July 1944 against Hitler. Guderian is a "Nazi" General and the greatest tank expert in the German Army

THE COMMANDER OF BERLIN: General Remer, thirty-two-years of age, who was only a Major six months ago. It was he who foiled the Generals' plot in July last

SOME OF THE GERMAN RESERVES: The "Hitler youths," who are now being trained for service with the M.T.B. fleet. In a "last stand," these boys might be developed into fanatical defenders of the Nazi system, because the whole of their lives has been devoted towards that object. They are here undergoing instruction in E-boat warfare

ALLIES OF THE GERMANS—from Northern Italy and Hungary. The men on the left are described as "the crew of an Italian anti-aircraft gun, who voluntarily joined the German Army after the capitulation of Badoglio, during the oath-taking ceremony." Note that they are all wearing Nazi uniforms. The men on the right are Hungarian police belonging to special volunteer units who were called up "to protect the crops against sabotage acts." Most of them are of German descent: they were trained by N.C.O.s of the armed S.S. It is with such men as these that Hitler and his associates may be planning to garrison the German "fortress" for a last desperate stand against the Allied armies in South Germany

THE BUILDERS OF THE NEW GERMAN "FORTIFICATIONS": Conscripted workmen whose priority job it is to build strong-points behind the Western Front. Numbers of them are foreigners, members of the "slave nations" harnessed to the German war effort. Their adherence to the Nazi cause in a "last stand" effort would probably prove to be more than dubious!



WHAT THE GERMANS HAVE TO ENDURE as the result of Allied bombing attacks: So great has been the havoc wrought by Allied bombers on the great German railway stations that rebuilding has become an almost insoluble problem for the Nazi Todt Organisation and slave-labour gangs. Prefabricated huts have been placed amid the ruins, and the whole work of the station is carried on from them. This picture from Germany, received through a neutral source, shows a prefabricated hut standing amid the ruins of a great German railway station shattered by Allied bombs. The hut is booking-office, goods office, superintendent's office, telephone exchange and workshop

The "LONDON GOVERNMENTS" did a CRUCIAL JOB

Nine European Regimes, with Five Reigning Sovereigns, Sought Refuge in Britain, Waiting for the Moment When They Could Return

By FERDINAND TUOHY

NOW that the last of them may be approaching the time to pack their bags, and in view of the bad publicity with which circumstance has invested one or two of their number, it is fitting to affirm, and hard to refute, that the "London Governments," taken as a whole, filled a breach which, had it gone unfilled, must have powerfully aided Hitler to establish his New Order over Europe.

To get this way of writing, I turned back to a broadcast that went out in May of 1941, when Britain was still alone. It counteracts some current criticism and disappointment to recover a little of that day when "This is London" meant "This is the only islet of hope left." It may sound high-falutin' now, but the "London Governments" were referred to as "weavers of deliverance." Five in number—Polish, Czechoslovak, Dutch, Belgian and Norwegian—they were about to be joined by Yugoslavia and Greece. As the Free French operated as the rest in the essential task, that made eight. With Luxembourg, nine.

Nine European regimes functioning from London, and early on they took a dislike to being called *émigrés* governments. That sounded altogether too much of the *ancien régime*, and they preferred "*exilés*." Five "Downing Streets" came into being in the West End, the Poles, Czechs, Dutch, Belgian and Norwegians developing departmental ministries rising to Cabinet systems; and two "parliaments," Czech and Polish. Five reigning Sovereigns were here: of Holland, Norway, Greece, Yugoslavia and Luxembourg. Ambassadors were accredited to groups of the exiles, who enjoyed diplomatic immunity under the Marshal's wand of Sir John Monck. Several of the "London Governments" were granted their own courts of law to try specifically national cases, but none were given territory, however minutely.

In course of time the exiled regimes sorted themselves out on half-a-dozen different planes, which I find mentioned as the Formal, Official, Military, Social, Operational and Secret.

The Formal bespoke receptions and occasions at which the Sovereign, or acting Chief of State, attended, and when Palace ceremony, etiquette and attire were nostalgically in evidence. The Official covered the daily life of government; which reminds that one would be asked, "But do these fellows really govern? Isn't it a good deal of eyewash?" The answer to which would be, "Yes and No." For example, the French, Belgians and Dutch brought big empires with them, which they definitely conducted from London (though the Dutch were to lose their hold after eight months). Others, like the Poles and Czechs, brought that abiding source of influence, gold, while the Norse brought both gold and the fourth mercantile fleet.

If many exiled ministries obviously could not govern from afar, their office-holders built ever-growing files and dossiers—some had brought crates of the originals. They kept closest check on events in their lands of origin so as to be ready for reunion, and they kept contact by the B.B.C., hoping thereby to direct the present and mould the future. When one hears that oft-expressed compliment, "the B.B.C. foreign services were wonderful," it is just to reflect that a good deal of these services which held Europe together and inspired it, emanated from members of the "London Governments."

On the Military plane came governance of the forces maintained on or from British soil, and a considerable part this played by reason of the prominence of soldiers in the exiles' general affairs—Generals de Gaulle, Sikorski and Sosnowski come most readily to mind. The Social implied all the clubs and cultural institutes, "national homes" and tea parties, fêtes and remembrances. As for the Operational, it was a very important orbit indeed, for under it fell the keeping alive of the various Resistance Movements on the Continent. Their nourishment and stimulation, what came to be known as their "liberty-guidance." What to do and not to do under the Hun. Automatically, the Operational merged with the Secret, or, for lack of a more eloquent term, "Pimpernel stuff" brought up to the minute. Newspapers fitted under the Operational, and mention of them reminds that our Government sanctioned an uneven representation that only brought trouble in the end.

Back in 1940 the Nazi bosses professed to be, and probably were, immensely diverted by the "London plutocrat renegades." Haw-Haw used to shoot some adenoidal mouthfuls that did not lack spice. The exiled Governments were nothing but a lot of grotesque, fished-out and played-out fugitives in the pay of England. Their careers and morals were pilloried. All were vowed to execution and some already sentenced, and meanwhile their families and property were "taken care of." Under this earlier abuse of 1940-41 the "London Governments" flourished perhaps best. They appeared for what they were: sheet-anchors in a storm which, moreover, they had physically weathered during the Blitz. There existed a unity while the chance of coming through was as yet a long one, that in some cases fell more and more away as chance changed into ever-growing certainty.

During this earlier period there were internal political shiftings and even crises, and tiffs with the Foreign Office, amounting in the course of telling and elaboration to So-and-So not being on speaking terms with Eden or Churchill. And the "London Governments" were closely and constantly examined by our Press, in search of this and that drift or intrigue, according to its special bent. "They 're dens of intrigue," one Fleet Street friend would observe. A second would insist that Benes was "a camouflaged Comm." And more than one Frenchman stopped me of yore with a friendly "*Sais-tu, mon vieux, de Gaulle est fascist!*"

Labels! Labels! One is fed with the easy things. I believe it may truthfully be said that until the end of 1942 the "London Governments" were a unique company deserving well of their peoples, pulling fairly harmoniously among themselves considering the divers personal pasts involved, and with Downing Street, if one or two characters periodically bridled under what they deemed to be schoolmastering. Glance again at the date, because it implies that as long as the outcome of the war was in doubt—until Alamein-cum-Stalingrad—these exiled regimes did a crucial job, one which is best conjured by imagining a London without them in those times.

If, for some, the "London Governments" leave a Bourbon odour, it is well to mention that the principal failures, or apparent failures, were due in two cases to leaving London, and in a third to sheer ill-fortune. It was a bad day for King George of the Hellenes, and King Peter of Yugoslavia, when they exchanged London for Cairo and "the Cairo mind." Pressure had better have been applied on them to stay here, than in postponing De Gaulle's leaving for Algiers and Benes's journey to Moscow.

Secondly, the death of Sikorski was rank bad luck. He was the most pregnant individual loss of the war on the Allied side. All the signs were that he had the vision, command, and backing to build a bridge to Stalin which Poles and Russians would have respected in mutual confidence and esteem. When Sikorski went to Moscow it was precisely to forestall a Lublin affair in opposition to London. Sad handicap that men are not more guided by what dead leaders whom they obeyed in life intended to do had they lived!

That King Peter failed to shift his Government bodily to the Middle East has been the factor that now promotes hope of an *entente* between Marshal Tito and M. Subasic. It is too early to write off London's Yugoslav regime as a failure, not least on account of the Churchillian pull with Tito.

What of the others? How fare they to-day vis-à-vis their liberated or still Nazi-ridden peoples? Well, it isn't such a dusty story for London.

The De Gaulle set-up had to be fought hard for here by well-wishers who believed in it; the long-drawn-out and powerful attempt to keep it out of court was in no sense mainly rooted here. The former Free French are faring well, and if they do not fare better, 'tis because their chief has not managed to extract barest material necessities from liberators who will one day write of their mistakes.

Incidentally, this Government offers the one example of an exiled regime gaining by leaving London.

If the Pierlot Government has proved unable or unwilling to cope, the first thing to grasp is that its head was, with all due deference, a Brussels stop-gap in 1939, and that Belgium was politically in turmoil when the State last functioned at that epoch. The legacy was a heavy one even without M. Pierlot's attempt to salve and bolster an overdose of the past. Again, while he promised too much in the way of immediate succour, he had a right to expect more than he ever got.

Three "London Governments," and steady little Luxembourg, have yet to discover what the homelands have in store for them: the Czech, Dutch and Norwegian.

None have shown themselves as active from London as MM. Benes, Masaryk and Ripka, the first of whom has long been manifestly itching to get back to Prague and start the renovation and handing-over business. How far the 1938 regime proposes to hand over to the local Resistance and how far the exiles are prepared to go in meeting the Communist leader, Gottwalk, time will disclose.

Dr. Gerbrandy, having wisely learnt from happenings in Belgium and elsewhere, told how he meant to resign on returning to The Hague so that a new Government may be formed from men who stayed in Holland. If so, it will not be the first time this "London Government" responded to the sentiment in Holland. It was the same in respect of a plan for an eighteen-months military government, turned down over there.

Finally, there is no reason to suppose that the returning Norsemen will court power differently from the returning Dutch. From the Sovereigns down there is a resemblance between these two "London Governments" whose future courses and destinies may continue to bear a common stamp.

The "London Governments" have not been the flops that easy criticisms contend. They filled a gaping breach most usefully, not least for Britain, which is likely to appear as a more live affair in divers lands and minds as a result of what the French used to call "The London Experience."

THE KING OF THE HELLENES IN EXILE IN LONDON: A Regent has been appointed in Athens, and King George of Greece is waiting in London for the result of the voting in his own country. Here he is seen with the members of his entourage—Colonel Dimitri Levidis (on left), Master of the Household, who has been with the King for nearly thirty years; the King's Orderly Officer (standing); and Mr. R. B. Rosetti, Private Secretary (on right)

On left—**The man who was proposed as Prime Minister of Yugoslavia—Dr. Milau Groll,** Serbian Democrat leader, who was asked to form a new Government before the King composed his differences with M. Subasic

THE YUGOSLAV CABINET MEETS: The members of M. Subasic's Ministry in London. From left to right are—General B. Ristic, War Minister; M. Sutej, Finance Minister; M. Maruzic, Minister of Communications; M. Subasic, Prime Minister; and M. Kosanovic, Social Welfare Minister

The fact that goods made of raw materials in short supply owing to war conditions are advertised in this publication should not be taken as an indication that they are necessarily available for export

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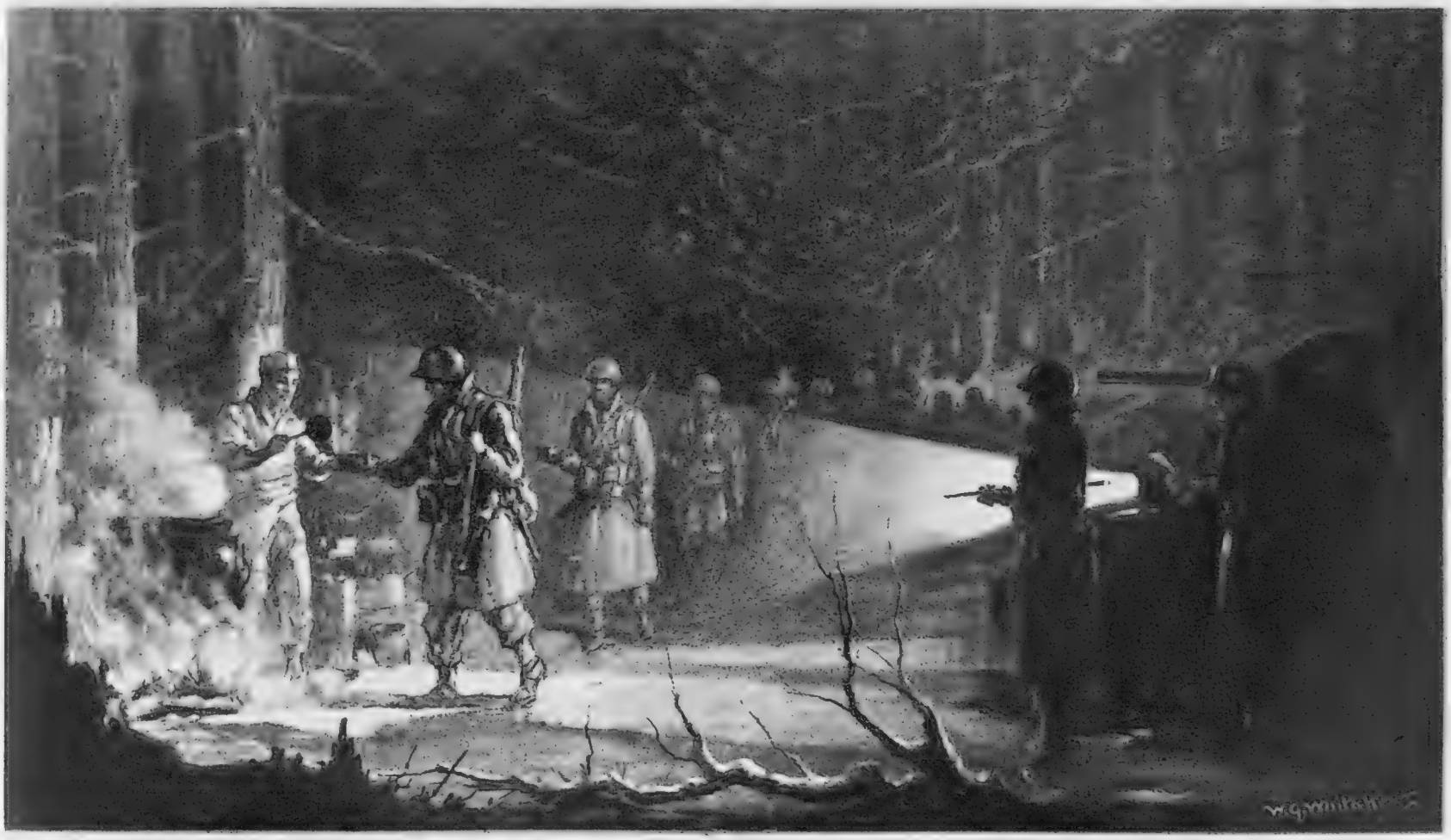
ONE OF THE SANGUINARY BATTLES BETWEEN THE AMERICANS AND THE GERMANS IN THE HAGUENAU REGION : A desperate fight in a pine wood, where the Germans had dug in near the River Moder. The enemy were wiped out to a man—*Drawing by W. G. Whitaker*

The Haguenau area has witnessed some of the severest fighting of the past few months. Near the Moder River there was a desperate battle in a wood, where strong German forces had dug themselves in two days previously. American tanks and infantry surrounded it, cutting off the enemy from their only escape bridge across the river. A few managed to slip out before the encirclement was complete and got back over the river during the hours of darkness. Now the only Germans on this side are dead, wounded or prisoners—and hundreds of bodies lie in the snow all through the woods. The American troops wore snow-camouflage suits during the action, and the tanks were painted white—where they were not covered with ice in the bitterly cold weather. After this action was fought, all of the town of Haguenau south of the Moder River was in American hands

and the forward movements of the enemy were made at considerable cost.

The French First Army closed in round the Colmar salient. Then came a pause ; and Rundstedt did not resume his offensive in Northern Alsace. It may be that the attack was called off to meet insistent demands for more troops from the west to reinforce Germany's eastern defensive. Down in the Colmar pocket U.S. and French troops retained the initiative, while to the south the French Army's ring around Cernay tightened. A military observer points out that the Rundstedt offensive was designed to ensure fighting on one front only at a time, and in this he enjoyed a measure of success.

In the meantime, French and American troops attacking the German pocket west of the Rhine cut one of the main roads eastwards from Colmar to the river. They advanced a mile to within two miles of the Rhine. It seemed possible the Germans had begun to withdraw across the Rhine. Spearheads driving into the pocket from north and south were 17 miles apart, increasing the threat to the Germans holding on around Colmar. Later reports stated that the Germans had abandoned Gambsheim, seven miles north-east of Strasbourg, the corner-stone of the original bridgehead over the Rhine. Our troops entered it without meeting opposition. The threat to Strasbourg appeared to have ended.



A HOT MEAL AT NIGHT IN THE GRIM PINE FORESTS OF THE WESTERN FRONT : Each American soldier comes out of the gloom into the rays of the headlamp to receive his rations in a tin pannikin—*Drawing by W. G. Whitaker*

During some of the strenuous fighting in the Haguenau area, when the intruding Germans were being gradually pressed back, troops frequently had to hold positions out of the immediate reach of supply columns. This meant that the men had to exist on their emergency rations. The U.S. forces have a counterpart to what is termed the "iron ration" in the British Army. But, however well-planned and conceived from the vitamin standpoint these rations may be, there is always an additional warmth and sustenance to be obtained from hot "hoosh" served out direct from the kitchen pot. One officer recounts how he determined to let his men have a hot ration at night under cover of a thick patch of forest. The men lined up, and out of the gloom each muffled figure came momentarily into the light of an armoured car's headlight. Steaming-hot portions of "hoosh" were served out, with admirable results upon men who had been enduring such cold that their trousers were often frozen solid from the knees downwards as a result of plodding through the deep snow

THE HAZARDS OF BAD-WEATHER FLYING

Recent Dramatic Incidents During Bombing Operations Against the Germans

—Illustrated by a Sphere Artist

RECENT CONDITIONS ON THE WESTERN FRONT: A Spitfire over Belgium has to contend with heavy mists on the ground, as well as icing-up on the wings of the plane. These disabilities hampered operations for many days on end during the recent spell of very bad weather—*Drawing by Roland Davies*

The weather in Belgium and Holland has frequently proved very difficult for flying operations, and on occasion has greatly added to the hazards undertaken by pilots. Ground mists, low cloud and low-level icing have all helped to make high-speed flying an unpleasant business. In the picture above, our artist has indicated what happened to a Spitfire pilot recently over Belgium. Only the tops of the hills and the spires of the tallest buildings were able to pierce the heavy ground mists; at the same time, ice on his wings forced an early termination to the flight

ON BOARD THE BRITISH ESCORT CARRIER "EMPRESS": A scene during deck-landing training. This picture shows the recovery of a Firefly which dropped a wheel in the walkway during training. This was carried out by hauling down on the wingboard and simultaneously lifting with the crane on the propeller boss, assisted by men on the wing as deadweight. Tackle is rigged at the stern, which is pulled inboard when the outboard wheel becomes flush with the deck. The wingboard fits at the aileron gib rib, and one-ton blocks seem adequate to take the load

THE MET. FLIGHT MEN OF BOMBER COMMAND: "D for Dorothy," a veteran Mosquito which has made 161 sorties. Every hour of the twenty-four two Mosquitoes and their crews are waiting at a station of Bomber Command, ready to take off at a moment's notice to anywhere in Europe, from the Arctic Circle to the Mediterranean—even in weather when no other aircraft will be flying. These aircraft belong to the Met. Flight, manned by a small body of some of the most experienced airmen in the R.A.F. For three years they have flown over Germany before every major attack by Bomber Command, and, until recently, before every U.S.A.A.F. attack as well. One of the Mosquito aircraft is "D for Dorothy," which has been with R.A.F. Bomber Command since August 1943. Her 161 sorties have been of all descriptions—bombing, marking, flare-dropping, high- and low-level photographic reconnaissance, weather reconnaissance and flood reconnaissance over enemy territory

IN AN AIRCRAFT-CARRIER WITH THE EASTERN FLEET: How the ship's flight-deck handling party (every man a trained fire-fighter) tackled a blaze when a Corsair fighter, coming in, jumped the arrester wires and crashed into the safety barrier. The fire-fighters are winning. The blaze is dying down and the shattered wing of the Corsair is clear. The man in the asbestos suit stands by on the right in case the petrol in the tanks blows up, when he will have to pull the others from the withering heat

A SERIOUS PREDICAMENT FOR A BOMBER PILOT ON HIS WAY HOME FROM MUNICH: With his foot caught in the escape hatch, he tugged at the rip-cord of his parachute in the hope that he would be dragged to safety—*Drawing by Roland Davies*

Hanging head-first, his foot caught in the escape hatch of a spinning Lancaster on the way home from Munich, an Australian pilot pulled the rip-cord of his parachute in a desperate effort to get clear. He was dragged out to safety, but so violent was the tug that three panels of silk were ripped from the parachute. It held sufficiently to carry him down. The pilot had pushed on to his target although one engine was failing and the rear turret had become unserviceable soon after leaving England. The bomber barely cleared the Alps, but reached the target. The bombing run was begun. Then came further disaster. A fin and rudder were almost entirely torn away, 12 ft. of the starboard main plane was ripped off, the failing engine cut out and the bomber went spinning in the midst of the other planes of the bomber stream

AN ESCAPE FROM THE BROKEN-OFF TAIL SECTION OF A FLYING FORTRESS AFTER AN ATTACK ON A GERMAN OIL REFINERY: An American sergeant frees himself 3,000 ft. above the North Sea and descends by parachute, sole survivor of a crew of nine—*Drawing by Roland Davies*

Cramped and alone inside a Flying Fortress tail section that had broken off and was whirling down through space, a twenty-one-year-old airman crawled from under a tangled pile of ammunition, struggled to put on his parachute and leaped out into the North Sea. He was the sole known survivor of a nine-man crew, and he floundered for two hours in the water until he was picked up, bleeding and dazed, and brought back to England. The bomber was flying back through thick clouds from an attack on a German oil refinery at Merseberg, when another Fort's propellers chewed into the fuselage "The tail section, with me inside, fell free of the rest of the Fort," said the sergeant. "I was pinned between two ammunition boxes. About 500 cartridges in a belt, weighing at least 200 lb., fell on top of me, and the belt wrapped itself around my arms and body." Staff Sergeant Gill pulled himself free, slid back into the turret and somehow got his parachute on. He prised open the escape hatch and 3,000 ft. below, on the surface of the water could see the front part of the fuselage burning fiercely. A Hudson bomber sighted him in the water and radioed ahead to summon a British Air-Sea rescue craft

From the FIGHTING ZONES in BURMA

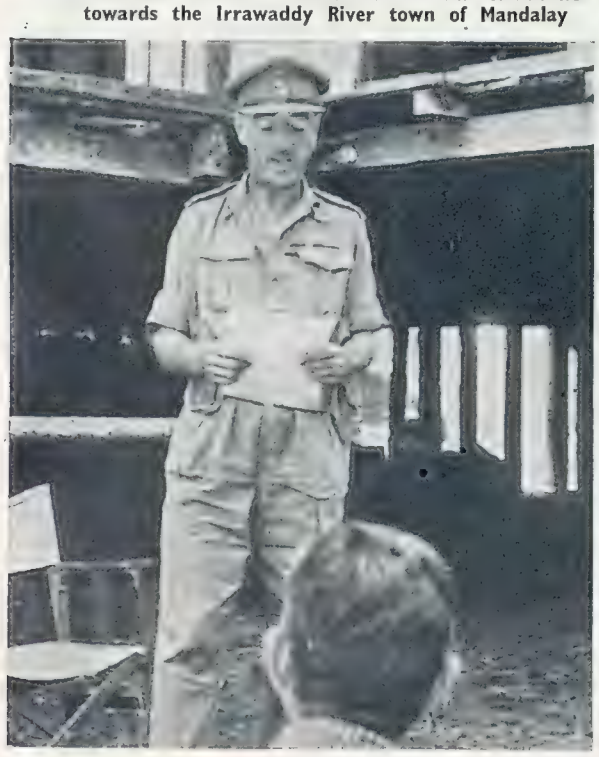
New Pictures Taken During the Fourteenth Army's Campaign Against the Japs in Arakan and Around Mandalay

THE HILLY ROAD TO TAMU, ON THE BURMA SUPPLY ROUTE: British armour making its way along the winding mountain road, with drivers changing the wheel of a lorry in the foreground. The road from Imphal to Tamu was formerly capable of taking heavy traffic only as far as Palel, at the foot of the Chin Hills. British sappers, with the aid of Burmese workers, converted the fair-weather track running from Palel over the mountains to Tamu into a two-way road for heavy traffic. This is now part of one of the main supply routes for the Fourteenth Army troops closing in on Mandalay from the north-west.

A WEIR ON THE MU RIVER IS CAPTURED BY THE BRITISH: troops prepare for a Jap counter-attack which did not materialise. The Shwebo plain, in Central Burma, is the dry spot of the country, and the weir on the River Mu is a vital key to the central bowl where every drop of water must be conserved. The Japanese understanding the importance of the great irrigation structure, made a defensive stand which was vigorous but short-lived. The Allied attack, aided by Hurricanes, planned to by-pass, then liquidate, it to make the water supply to the approaches to Mandalay safe

A BRIDGE DESTROYED BY THE JAPS ON THE ROUTE TO WAINGYO—a scene during the advance by British armour "in strength" near Pyingyaung, between Kalewa and Shwebo. This was on the line of advance towards the Irrawaddy River town of Mandalay

ANOTHER BRIDGE HAS BEEN BLASTED BY THE JAPS, and is now under reconstruction—one of many such jobs which the Fourteenth Army was called upon to carry out during their advance to the south



AFTER THE CAPTURE OF AKYAB: Beaten by sea and by air, the Japs deserted the port; this vital spot in the South-East Asia theatre of war was accordingly reoccupied by the 25th Indian Division in combined operations on January 3. Not one shot was fired. After taking over, Brigadier J. E. Hurst, who commands the Division (*on left*) called the Headmen representing the Arakanese together to listen to a peace proclamation, which was being read to them when the above picture was taken

ON THE LEDO-BURMA ROAD, WHICH IS NOW OPEN FOR THROUGH TRAFFIC TO CHUNGKING, THE CAPITAL OF CHINA: A view of the important town of Nam Kham, through which the convoys now pass across the Shweli River—*Drawing by E. G. Lambert*

First convoys of supplies have been passing through to Kunming and Chungking, by way of the linked Ledo and Burma roadways. It was interesting to note that, soon after the Ledo Road had reached Bhamo, on the Upper Irrawaddy, it seemed to leap forward to completion in a remarkably short space of time. The explanation lies in the fact that a roadway from Bhamo to a point on the old Burma Road was already in existence: it only needed survey and inspection, and some reconditioning here and there. This link road was an optional route to the one more generally used by way of the railhead at Lashio. The road from Bhamo passes through a place of some importance as a supply point: this is Nam Kham, which lies above the left bank of the Shweli River on the edge of the Shan Plateau, and which is backed by the great mountain mass penetrated by the Salween and other gorge-enclosed rivers. Tall, park-like trees shade the streets and temple courtyards. The multiple roofs of the Shan-Chinese monastery shown in the drawing above might give the impression of several floors, but really there is only one. This accords with the national feeling for not having other people's feet over one's head!

AFTER THE LANDING ON THE MYEBON PENINSULA: The beaches at this part of the Arakan coast had been mined by the Japs, and they were covered by machine-guns and 75-mm. batteries. Supported by Sherman tanks, however, the Commando troops were soon in possession of Myebon village. These beach mines were gathered up later after the rout of the Jap defenders

JAPANESE ANTI-TANK DEVICES IN BURMA: Troops of the 25th Indian Division advancing along the road to Buthidaung, important river-port on the Mayu, found their way hindered by various enemy anti-tank devices, including mines and 50-kilo aerial bombs used for the same purpose. Some of them are seen in this picture as they were found in the road

BURMESE DANCE-GIRLS AND MUSICIANS GIVE A PARTY FOR BRITISH TROOPS—a scene behind the lines at Christmas, when a display of traditional dances was given. On the left the girls are being prepared, and on the right the dance is seen in full swing. The girls have put flowers in their hair; they have brought rice and curry in a three-tiered carrier; and the native spectators are all in holiday attire. The band strike their discordant notes (or so they seem to Western ears), and the dance is performed—but with graceful gestures of arms and hands in place of the exaggerated leg movements of the Occident. Some of these dances are centuries old

THE CRIMEA CONFERENCE

The Meeting of the Big Three at Yalta, in the Crimea

Official Photographs Taken During the Proceedings

THE BRITISH HEADQUARTERS—the Vorontsov Palace at Alupka in the Crimea. This chateau was erected for Prince Vorontsov in 1837 at a cost of three million roubles (1½ million dollars) from the plans of the English architect, Blore, who adopted a combination of the Gothic and Moorish styles. In the middle of the southern façade is a large Moorish archway : opposite is a wide flight of steps, with six marble lions, descending to the lower part of the park

PRESIDENT ROOSEVELT AND MR. CHURCHILL talking together in the Conference Room after the first meeting of the Three Powers Conference, held on February 3 at the Livadia Palace at Yalta

M. MOLOTOV GREETS MR. ANTHONY EDEN, as Britain's Foreign Secretary arrives at the Crimean health resort for the meeting

MARSHAL STALIN TALKS TO PRESIDENT ROOSEVELT at the U.S. Headquarters at the Livadia Palace, in the Crimea, where the chief meetings were held during the Conference

M. MOLOTOV (People's Commissar for Foreign Affairs of the U.S.S.R.) greets MR. EDWARD R. STETTINIUS (U.S. Foreign Secretary) as he arrives at Yalta for the Conference

A SCENE IN THE CONFERENCE ROOM AT THE THIRD MEETING OF THE THREE POWERS AT THE LIVADIA PALACE : From left to right are the following—Marshal Stalin, talking to M. Maisky ; Admiral Leahy ; Mr. Stettinius ; Mr. Harry Hopkins and Mr. Roosevelt. The two backs in the foreground are those of M. Vyshinsky and M. Gusev. The British delegates sat at the other end of the table

THE THREE LEADERS IN THE GROUNDS OF THE LIVADIA PALACE AT YALTA: Mr. Winston Churchill (wearing another hat!—and the uniform of a Colonel); Mr. Roosevelt (wearing his distinctive cloak); and Marshal Stalin (in his new uniform) during the course of the Conference on the shores of the Black Sea

MARSHAL STALIN AND MR. WINSTON CHURCHILL IN HAPPY MOOD IN THE CONFERENCE ROOM: This picture was taken whilst the two statesmen were chatting to the Marshal's interpreter. The latter played a considerable part during the Conference and is reported to be a favourite with the Marshal

THE FOREIGN SECRETARIES OF THE THREE POWERS IN SESSION at the British Headquarters in the Vorontsov Palace on February 8: Mr. Eden and General Ismay are in the centre; Mr. Stettinius is on the extreme right; and M. Molotov is fourth from the left

The INVASION of LUZON

After the American Landings at Lingayen Gulf

THE GREAT NAVAL BASE ON CAVITE, NEAR MANILA, which has been the target for American bombers during the approach to the Philippine capital : Formerly operated by the U.S. Navy, Cavite lies 10 miles south-west of Manila. It was subjected to heavy aerial attack by American aircraft whilst General MacArthur's forces were pushing southwards to the capital. The Cavite base was captured by the Japs over two years ago when they overran the whole of the Philippine group of islands

On right—

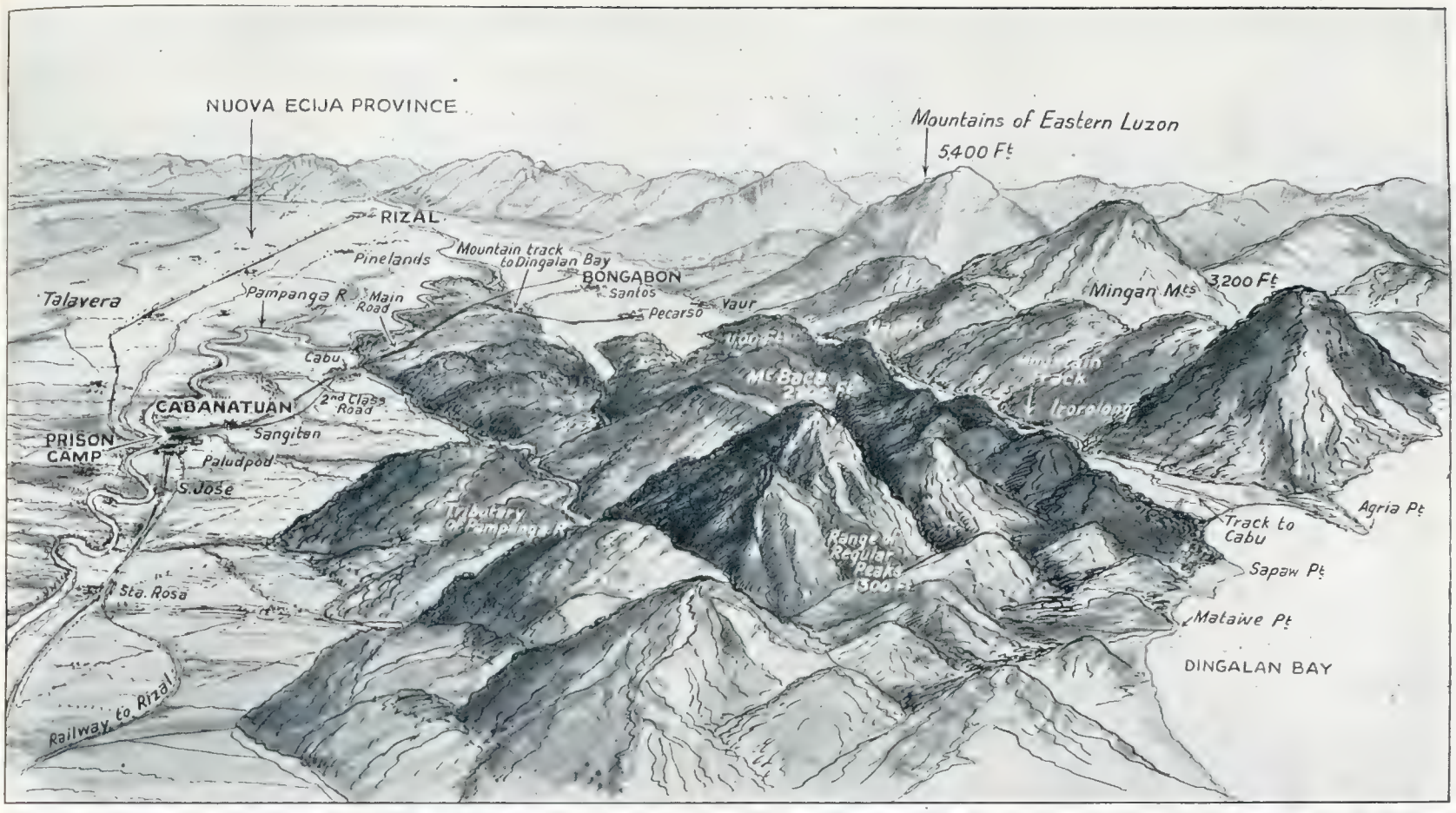
After the American landings had been successfully carried out at Lingayen Bay, in the northern part of Luzon Island, a daring expedition was organised by American and Filipino commandos in the eastern part of Luzon, after intelligence reports had indicated the existence of a prisoner-of-war camp near Cabu. As the rescue column withdrew, it was continually attacked by Jap columns supported by tanks : 523 of the enemy were killed, and twelve tanks were destroyed. The American losses were 27 killed. All the prisoners, including twenty-three British, were brought out. General MacArthur declared that "no incident in the campaign has given me such personal satisfaction."

In the drawing reproduced on the right, the location of the camp and the route followed by the rescuers are indicated. The camp lay about 25 miles behind the enemy lines, and to reach it during the darkness rugged hostile country had to be traversed. The Commandos went in at Dingalen Bay, passing through the mountains to Cabu and on to Cabanatuan.

SUPPLIES AND MEN LAND ON LUZON : Nosing into the Beach, an American Tank Landing Ship unloads men and equipment to back up General MacArthur's drive to Manila. In the background, a burst of smoke rises as Japanese artillery attempt to impede the landings

GENERAL MACARTHUR RETURNS TO LUZON : When the U.S. forces landed on Leyte, the Pacific commander was able to fulfil his promise that he would "return to the Philippines." Now he is in Manila, his former headquarters. This picture was taken as he waded ashore on to Luzon soon after the invasion of that island

LOADED WITH SOLDIERS AND SUPPLIES, a Landing Ship heads for the beach at Lingayen Gulf : Floats used as portable docks, to facilitate speedy landing operations, are seen on the side of the landing craft. Standing by are other vessels which have kept up supply of troops and equipment since the opening battles at the northern end of the island of Luzon. Now the Philippine capital has been captured



510 ALLIED CAPTIVES ON THE ISLAND OF LUZON ARE FREED BY AN AMERICAN AND FILIPINO COMMANDO FORCE: The route followed by the rescuers in the darkness during their 25-mile penetration of enemy territory from Dingalen Bay to Cabanatuan, where the Japanese prison camp had been located. Many of the rescued men had been captives since the fall of Singapore, Bataan and Corregidor in 1942—*Drawing by Percy Home* (See notes at left)

THE LINGAYEN GULF ON THE ISLAND OF LUZON—A view which shows the low-lying terrain which forms much of the shoreline at the northern end of the island. Note the wide, winding river leading into the interior

ANOTHER OVERHEAD VIEW OF THE SHORELINE NEAR SAN FERNANDO on the Lingayen Gulf. Four beachheads were established by the Americans in this region

***On left*—THE SINKING OF JAPAN'S BIGGEST BATTLESHIP by American aircraft in the Pacific**—*Drawing by Wm. McDowell*

It was reported on January 14 that, in a whirlwind 30-second attack, the 45,000-ton Jap battleship *Musasi*, one of the eight most powerful warships in the world, was sunk by seventeen American naval aircraft. The ship was sent to the bottom on October 24, in the series of battles around the Leyte Gulf, but the news of her destruction was only revealed in mid-January. The *Musasi* was one of the latest class of Japanese capital ships, built during this war and equivalent in importance to the British *King George V.* or to the German *Tirpitz*. Her loss means a big blow to Japanese "face" and prestige. No exact particulars of her design are available, but it has always been assumed that she was of over 40,000 tons displacement and that she was armed with nine 16-in. guns

The SNOWS in ITALY

The Fifth and Eighth Armies Restricted by the Severe Winter Weather

Across the Italian peninsula heavy snow has restricted the operations of British troops, but patrols have been active despite the weather and our artillery have never ceased to operate against the German positions up in the hills. In some sectors, our soldiers have made use of skis and snowshoes to progress through the deep drifts, but, even so, the heavy falls and swollen mountain streams have hampered movements, while snow-flurries and fogs have often reduced visibility to a few yards.

The picture on the left was taken in the stretch of valley through which runs the Sillaro River between Imola and Bologna. Beside the stream is the road to the town of S. Clemente, which lies well within the range of enemy shell-fire and thus has to be screened from observation with smoke.

BRITISH TROOPS IN THE SILLARO VALLEY: A smoke-screen is being laid down; it is maintained by men of a British light Anti-Aircraft Regiment who work about 1,000 yards from the nearest enemy observation post. This valley lies in the Fifth Army's sector

ON THE BANKS OF THE RIVER SENIO, on the Eighth Army front: Although bad weather has brought about a lull in this area, British troops holding the Senio sector between Ravenna and Bologna are always on the watch for enemy attempts to cross the river in strength. All look-out posts are built in houses concreted into strong-points, as the weather is not suitable for observation from slit trenches. Here a couple of tommy-gunners are keeping watch from their well-camouflaged position overlooking the river

THE WOUNDED ARE CONVEYED BY SLEDGE: Regimental stretcher-bearers bring in a casualty across the country overlooking Fontana Elice, a front-line village held by the Grenadier Guards. The snow in this area is from one to three feet deep: the sledge makes the patient's journey less bumpy. The red cross is prominently displayed throughout the operation

***On right*—ALLIED WARSHIPS BOMBARD THE GERMANS ON THE FRANCO-ITALIAN BORDER**—*Drawing by Wm. McDowell.* Naval action is still being maintained in the Mediterranean in support of the armies on land in Italy. During recent weeks the British destroyer *Lookout*, the U.S. destroyer *Benson* and the French destroyer *Trombe* have all been in action in the Gulf of Lyons. Direct hits were obtained on supply dumps and occupied buildings, and a command post and a gun in a railway tunnel were well covered. In this drawing, *Lookout* is on the left, *Benson* is in the foreground and *Trombe* is on the right

The BALKAN AIR FORCE in the ADRIATIC

GERMAN SUPPLY PORTS IN NORTH ITALY ARE BOMBED by Marauders of the Balkan Air Force : Piloted by South Africans, Marauders recently bombed a coaling-wharf and adjacent railway lines on the Arsa Channel, south-east of Pola, on the Istrian peninsula of Italy. They scored several direct hits in the target area and one on the railway lines serving the wharf. A further result was that the wreck of the liner *Italia* (attacked by the Balkan Air Force some months ago) was seen to be listing farther to port, with her deck awash. This photograph, taken during the attack, shows bombs from the Marauders bursting on the wharf and rail lines near the wrecked *Italia*. When she was put out of action, this vessel was being used by the Germans as a cargo-ship in the Northern Adriatic

THE R.A.F. BOMB GERMAN BASES IN THE ADRIATIC : Gun positions at Lussin Piccolo, on Lussin Island, being attacked by Baltimores flown from Italy. Lussin is one of the Quarnero islands : it was formerly part of Austria, but came into Italian possession in 1919. Consisting of three highland areas joined by low isthmuses, it has the appearance of three islands, and the coast is, in general, high and irregular. The best harbour is Lussin Piccolo, on the east coast. Gun positions on the island have been attacked on several occasions by Mustangs, Marauders, Baltimores and Beaufighters, because Lussin is known to be a base for German submersible craft and other small vessels operating along the northern Dalmatian coast

DURING AN ATTACK ON THE ISLAND OF LUSSIN by a Beaufighter of the Balkan Air Force : smoke rises from a small vessel hit by bombs. This ship is one of a number being used by the Germans for supply purposes along the Dalmatian coast

THE BOMBING OF SENJ HARBOUR : On January 18 Marauder aircraft attacked the installations at this port on the North Dalmatian coast, scoring a good concentration of bombs on the harbour area and on one of the jetties. Senj, or Zengg, is a Croatian town lying some 75 miles to the south-east of Trieste

NEWS PICTURES FROM ABROAD

Showing Phases of the War Effort in Many Different Parts of the World

MR. ROOSEVELT AT THE INAUGURATION OF HIS FOURTH TERM AS PRESIDENT OF THE UNITED STATES: An excellent study of the President as he waved to his cheering audience on the completion of his very brief inaugural speech at the White House on January 20, after he had been sworn-in for a fourth term of office. His speech, consisting of 550 words, was the shortest ever for such an occasion. From left to right on the rostrum are—Vice-President Harry S. Truman; the President; Colonel James Roosevelt, his eldest son; and the Rt. Rev. Monsignor John A. Ryan, who delivered the Benediction which brought the inaugural ceremony to a close

THE NEW HEAD OF THE BRITISH JOINT STAFF MISSION ARRIVES: Field-Marshal Sir Henry Maitland Wilson reaches Washington by air to succeed the late Sir John Dill. He was met at the airport by members of the British Mission and by high-ranking U.S. officers—amongst whom were Admiral William D. Leahy, Chief of Staff to President Roosevelt (on left), and General George C. Marshall, U.S. Army Chief of Staff (in centre)

CHILDREN OF ITALIAN PARTISANS FIND A REFUGE IN SWITZERLAND: Since the area of Northern Italy near the Simplon Pass has become a battleground between the patriots and the occupying Germans and "neo-Fascist" troops, children in the district are being evacuated to neutral Switzerland. The first party of 250 have arrived in Brig from Domodossola and the surrounding villages, and are now being cared for by the Swiss Red Cross. These were the first of the little evacuees to arrive

T.U.C. DELEGATES IN ATHENS TALK TO BRITISH PARATROOPERS: Mr. George Bagnall questioning men in his group. In order to obtain first-hand information about the situation in Greece, members of the British T.U.C. delegation in Athens talked for two hours to British paratroops in the E.N.S.A. cinema. The paratroops played a large part in the fighting and are probably more familiar with the situation than any others. After an introductory speech by Sir Walter Citrine, the party split into five groups for discussion, with a delegate in attendance on each group

THE S.S.A.F.A. AT WORK IN BELGIUM ON SOLDIERS' PROBLEMS: The recently-opened Soldiers', Sailors' and Airmen's Families Association office in Brussels, from which many smaller S.S.A.F.A. Enquiry Bureaux and Mobile Units now operate, has already dealt with a large number of problems of the men in all the Services. Inquiries include questions arising from lack of mail from home, illness, welfare of children, etc. S.S.A.F.A. workers give advice on the spot and, where necessary, send their inquiries home for report by the 20,000 voluntary workers in the United Kingdom. Here, a soldier in Brussels is giving the address of his home to Mrs. E. M. Robertson, one of the first contingent of S.S.A.F.A. workers to go to North-Western Europe

THE CIVIL GOVERNMENT OF BELGIUM GET BUSY ON HOME PROBLEMS: Belgium is already hard at work on the many problems which follow in the wake of war. On the left of this picture is Lieut. Alex Williams, a Civil Affairs officer of the Shaef Mission; next to him is the Belgian Minister of Agriculture, whilst the rest of the group are departmental officials. They are seen in front of the wreckage of one of the more heavily-damaged sections of the town of Bastogne, which figured so largely in the recent German offensive. The Lieutenant was guiding the Minister to the various parts of the country severely hit in the fighting, so that he could make the necessary plans to supply seed and livestock where needed to bring the internal economy of the country back to its former level

THE U.S. PRESIDENT PRESENTS THE D.S.M. TO SIR JOHN DILL'S WIDOW : Mr. Roosevelt is here seen at the White House shaking hands with Lady Dill, after having handed her the Distinguished Service Medal awarded to her late husband, Field-Marshal Sir John Dill, who died in Washington on November 4. The presentation was made on January 5 at a ceremony at which high-ranking British and American officers were present. Sir John served as Senior British Representative with the Combined Chiefs of Staff from December 1941 until his death : he also headed the British Joint Staff Mission to the U.S.

A FASCIST IS PUT ON TRIAL IN ROME : The scene in the Sapiensa Hall of the old Rome University, with Lieut.-General Mario Roatta in the dock. The accused was a member of the Army General Staff, and the former head of the S.I.M. (Military Intelligence Service) under Mussolini : he was regarded as one of the brains of the Fascist Army. He was retained by Marshal Badoglio as Chief of Staff, until the Allies objected to his presence in that role. General Roatta is now accused before the High Court of Rome of a number of serious charges, together with fifteen other Fascists (of whom seven are being tried *in absentia*). Here he is seen under guard in the University building in Rome

THE PRIME MINISTER'S DAUGHTER ON ACTIVE SERVICE IN BELGIUM : Junior Commander Mary Churchill, of the A.T.S., sailed on January 25 for Belgium with the Heavy A.-A. Battery of which she is a member and which comprises 250 girls and 70 men. The Battery are now settling down on their new gun-sites : amongst the jobs to be done are the final proofing of their 3·7-in. guns, the construction of Pile portable platforms and the cleaning of the weapons after the journey from England. Above, Miss Churchill is seen making friends with the local Belgian children

RUSSIAN SLAVE WORKERS LIBERATED BY THE ALLIES : Russian refugees, who formerly worked in German forced-labour units, have been liberated and are now en route to camps in France, where they will be cared for by the U.S. Army and the French and American Red Cross. Soldiers of the Civil Affairs Regiment are handling 5,000 of such persons each month. Here a group of Russians are seen arriving at a point in France whence they will be transferred to their special camp

BRITISH SOLDIER-TOURISTS IN PARIS : British troops poring over guide-books, studying maps and buying souvenirs are now a familiar sight in Paris, for the resumption of leave and an improvement in the weather have brought the Paris leave troops back to the city. Most of the men are on forty-eight-hour passes. The old green Paris buses, which had not been seen in the streets for many years owing to lack of petrol, have been loaned to take the men on sight-seeing tours of the city and to familiar landmarks

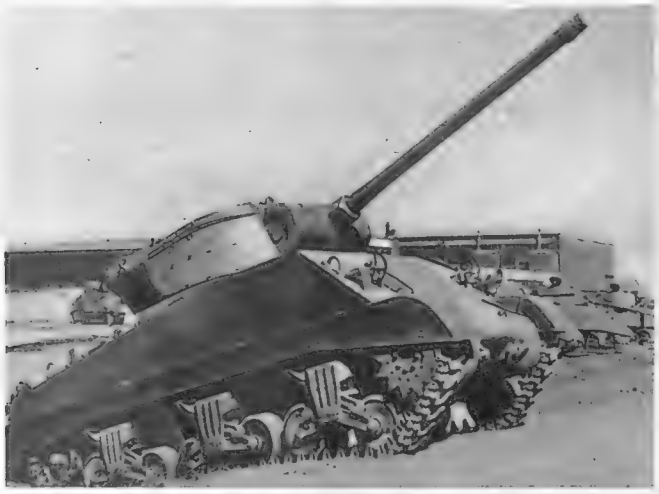
THE FIRST WOMAN PARACHUTIST OF FRANCE : Captain Marguerite Marie Petitjean, who joined the French Resistance Movement and escaped to North Africa in 1942. Arrested by the Vichy police, she was "questioned" twenty-one times. After four months' training with the Allies she parachuted into France in January 1944. Arrested by the Gestapo, she was released through lack of evidence, and joined the Maquis. She is the first woman parachutist in France, and has been decorated with the Croix de Guerre with palm

A HITLER YOUTH CONVICTED OF ESPIONAGE is saved from the executioner's axe by General Hodges, of the U.S. Army : Karl Arno Punzeler, sixteen years and seven months, a "Hitler Jugend" leader of Monschau, has had his death sentence commuted to life imprisonment by General Hodges, Commanding the U.S. First Army, because of his youth. Punzeler was convicted on December 16, 1944, of making three trips through the American lines to report American infantry and artillery dispositions to the German troops. The penalty for espionage is death by beheading. The German radio played up this case as an instance of Americans shooting German youths. They did not know that the sentence had not been carried out. The trial was held in Eupen by a military commission and under German civil law. Punzeler joined the "Hitler Jugend" at the age of ten. He advanced rapidly and was head of a group of 360 Hitler Youth who were digging fortifications at Monschau. Here he is listening to the reading of the commutation of his sentence

NEW IDEAS FROM THE FRONT

A GERMAN "SECRET WEAPON," found on the American Third Army's front: In the foreground, where it can be seen more clearly, is a German "wurfkorper." It is quite complete as it is, as it does not need a gun to fire it as in the better-known "nebelwerfer": but there is a similarity in the projectiles. It is merely necessary to incline the rack in which the shell is packed in the direction in which it is to go and to touch off the propelling charge in the base, whereupon the whole thing rockets away to explode its 110 lb. of H.E. upon contact at the target. In the background, covered by pine boughs, are more projectiles in their racks ready for launching

A "WEASEL" DEALING WITH CASUALTIES IN BELGIUM: This little tank-type vehicle is the only one of its kind that could be used on the snow and ice which recently covered the battlefield. It is here being operated by doctors attached to the 78th Division. A date on the chassis indicates that it was built in May 1944



AN ANSWER TO THE NAZI ROYAL TIGER? The heavily-armed and armoured German tank may meet its match in this new edition of the M36 General Jackson tank-destroyer, now being produced in quantity by General Motors in their Michigan plants. The latest Stonewall model mounts a 90-mm. cannon in a heavy open turret—a piece which can out-punch the improved 88-mm. weapon of the German Royal Tigers. It is an improved version of the M36 which was in the spearhead of the Allied drive through France

TWO GERMAN "FLAK WAGONS" CAPTURED RECENTLY IN BELGIUM: Mounted on a tank chassis, a revolving turret accommodates four machine-guns used as anti-aircraft weapons. The turret is armoured, and the guns fire in pairs. One of these "flak wagons" is now being sent back to the U.S. by the Third Army Ordnance Intelligence for further study. Both tanks were used as mobile A.-A. weapons during Von Rundstedt's drive into the Ardennes: they were captured in the fighting around Houffalize whilst attempting to beat off Allied bomber attacks on the retreating German columns

THE AMERICAN-BUILT JEEP IS DRESSED UP FOR WINTER: U.S. soldiers of the 644th Ordnance Depot using one of the cars which has been fitted with a plastic, tear-drop enclosure complete with wipers, spotlight and screen defroster. The body has been entirely built from salvaged materials

American soldiers stationed in Western Europe have devised a variety of winter coverings for their jeeps, the fastest war vehicles used by the U.S. armed forces. Using plastic and plywood, soldiers have followed out their own ingenious designs in fashioning protective coverings for the small, open war-car which can do everything from haul planes to serve as a mobile telephone station, that must remain open, however, in front-line areas, so that combat troops can man their guns and have perfect visibility

HOME NEWS ITEMS in PICTURES

THE NEW ARCHBISHOP OF CANTERBURY MAKES AN APPEARANCE IN PUBLIC: Dr. Fisher presided last week at the opening of the Spring Session of the Church Assembly in the Central Hall, Westminster. At the beginning of the proceedings the Archbishop of York expressed the best wishes of the Assembly to the new Archbishop, who is here seen making his opening speech

AFTER THE THAW—THE FLOODS: As a result of the recent heavy snows and subsequent thaw, the Severn rose in flood, and river traffic found the going very rough. This picture was taken as a barge, despite its depth in the water, only just managed to pass beneath Worcester Bridge

THE LATEST ACQUISITIONS BY THE NATIONAL TRUST IN LAKELAND: Boon Crag Farm at Coniston, included in the estate of about 140 acres of farmland and woodland at the head of Coniston Old Water

MONK CONISTON HALL, WHICH IS TO BE LEASED TO THE HOLIDAY FELLOWSHIP after its recent acquisition by the National Trust: The National Trust has accepted an estate comprising about 140 acres of farmland and woodland at the head of Coniston Water, within sight of Coniston Old Man, and including a mansion known for many years as Monk Coniston Hall. This is now to revert to its older name of Waterhead House, and with the immediate grounds extending to about 10 acres and a part of the foreshore, will be leased to the Holiday Fellowship. The estate, which joins and completes an area of about 3,500 acres already owned by it, has been purchased and presented to the National Trust by an anonymous donor

THE NEW ASSISTANT COMMISSIONER OF METROPOLITAN POLICE: Mr. Ronald Martin Howe, forty-eight years of age, who has been appointed to succeed Sir Norman Kendal. He is a barrister, and he joined the Metropolitan Police as a Chief Constable of the Criminal Investigation Department in 1932; since 1938 he has been Deputy Assistant Commissioner

A LONDON "PRINCIPAL BOY" WEARS HER STAGE HAT OUTDOORS: Miss Adele Dixon, now playing in *Babes in the Wood*, at His Majesty's Theatre, has taken such a liking to one of the many hats she wears in the show that she has chosen it for outdoor wear. Meanwhile, a similar model, in brown, is being specially made for her

A BOY OF SIXTEEN WRITES A CONCERTO: Peter Hodgson, of Cranham, Upminster, is a sixteen-year-old musical student. He has composed a concerto which has been accepted by the B.B.C., and has also written two sonatas. A student at the Royal Academy of Music, Peter Hodgson wrote his concerto during the summer vacation, to earn enough money to study for higher examinations

A PORTION OF THE COMPREHENSIVE MODEL ON EXHIBITION AT THE VICTORIA ART GALLERY IN BATH, showing the restored Pulteney Bridge over the River Avon (still with its historic houses), the proposed Swimming-pool and Riverside Café (on the right-hand side of the river) and the Cultural Centre (on the left-hand side). The Abbey Church, restored by Sir Gilbert Scott in 1874, is on the extreme left of the view

A PLAN FOR BATH

The Finest Georgian City in England, and the Plans for its Post-War Improvement

Revealed in a Series of Models Now on View in the City

THE CONCERT HALL, FRONTING MANVERS STREET, WHICH IT IS PROPOSED TO REBUILD: On the right of this will be the new Country Bus Station. The new hall will be of dignified aspect, with a wide, open square in front of it, as shown in the upper left-hand drawing on the facing page

The new "Plan for Bath," illustrated on these pages, was prepared by Sir Patrick Abercrombie, Mr. John Owens (City Engineer) and Mr. H. Anthony Mealand (Town Planning Officer); it is intended to serve as a "master plan" providing for an evolutionary programme of orderly progressive development for the next fifty years.

The plan is based on the "community of Bath," consisting of 14 "neighbourhoods" and 13 parishes, or parts of parishes, fringing the present city boundary. This total area is 20,990 acres, with an existing normal population of 78,500. An optimum population of 81,000 is suggested, which allows for a future natural increase of 2,500. This increase and the "overspill" from reducing dense pockets within the city will be redistributed in this "community of Bath." The central city area of 148·8 acres is divided into ten "precincts," which idea is again exemplified in the conception of "neighbourhood" units for housing.

Though they gave the city many grievous blows (but did not lay waste such continuous tracts as in other towns), the "Baedeker" raids of April 1942 helped create a desire for "a comprehensive plan to meet a new set of conditions." The rebuilding proposals include: a new Concert Hall fronting Manvers Street; a Health Centre precinct on a site almost equal to the size of the ancient Roman town; the blitzed Kingsmead Street area to become a new "West End" shopping and business precinct; a "rediscovery" of Avon through opening it to the public view above Pulteney Bridge, the world-famous work of Adam—the bridge itself to be restored, with "through" pedestrian ways to replace existing shops, the window openings providing north and south river and landscape views unobtainable elsewhere in this country; a new square opposite the north end of the Guildhall block.

It is also proposed to move the congested civic offices from the Guildhall to the Royal Crescent, the former to become a Cultural Centre with a new front to the river. The structure of the "Plan for Bath" will not be destroyed, however, if this proposal is not accepted.

Of old Bath itself, the authors of the Plan remark: "The proposals for Georgian Bath must be one of the first features of a plan; but the museum process can hardly be applied to Bath. There are approximately 1,700 Georgian houses out of a total of 20,000. This is no case for an exhibition town dressed up as a show-piece. Nor could a wholesale destruction be contemplated. This would mean the destruction of Bath as we know and value it. It would not only be an artistic loss, but a material one. The middle policy of adaptation is clearly indicated. . . . Two hundred and eighteen buildings of architectural or historic interest were seriously damaged or destroyed in the raids, including the Assembly Rooms. Many formed part of complete architectural compositions such as the Royal Crescent and the Circus, and they must be restored."

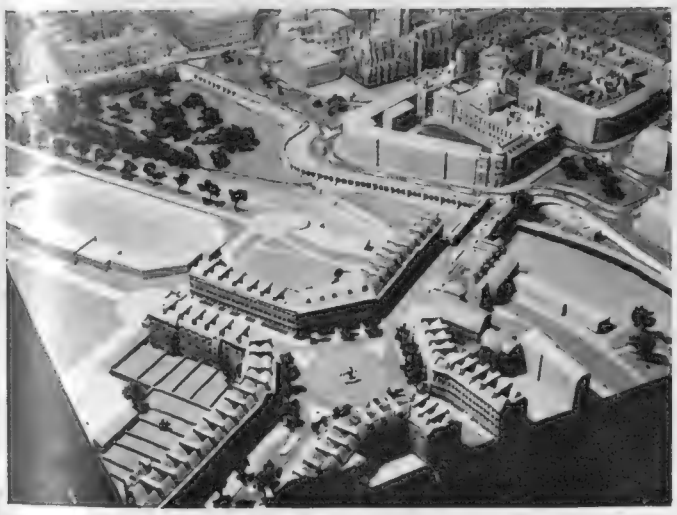
The remodelling of Georgian houses to form flats will obviate any need to build new flats. In all, a total of 8,000 houses is required to meet long-term

THE WEST ELEVATION OF THE PROPOSED NEW CONCERT HALL: This drawing shows the manner in which open spaces and wide, through roads will be constructed to display the city's beautiful and dignified architecture to the very best advantage

HOW THROUGH TRAFFIC WILL BE DEALT WITH: The East-West Road passing under Lansdown Road; this will be a by-pass on the north side of the city

THE AVON RIVER ABOVE PULTENEY BRIDGE as proposed under the Bath replanning scheme. All this length of the Avon is at present completely hidden from view: it is proposed to open out the vista by the creation of an imposing boulevard displaying the riverside architecture

THE BLITZED KINGSMEAD STREET AREA, which is to become a new "West End" shopping and business precinct. It will make an attractive west entrance to the city centre



A CLOSER VIEW OF THE SWIMMING-POOL AND RIVER CAFÉ (in the foreground), and the Cultural Centre on the far side of the river beyond the Pulteney Bridge

housing needs. Housing is being planned on a "neighbourhood" basis, with boundaries defined to enclose existing areas. An integral part of the present proposals is the new Road Plan, which deals with internal roads within the city itself and with by-pass roads for through traffic. To overcome such problems of the immediate future, various interesting suggestions have been advanced which all fit into the general scheme outlined by the experts.

The Plan, in the form of a joint report of 80,000 words, is subsequently to appear in illustrated book form. It is being presented in a draft stage to the public in the form of an exhibition of maps, drawings, diagrams and models, prepared by the staffs of the City Engineer's and Town Planning departments. A unique feature is a large model showing the central city area with existing buildings in detail and block representations of the proposed developments. We have drawn upon this clever piece of work for some of the illustrations on these pages.

LIKE OLD LONDON BRIDGE AND THE PONTE VECCHIO, IN FLORENCE: Pulteney Bridge across the River Avon, a world-famous work of Adam, which is to be restored with "through" pedestrian ways to replace the existing shops. The window openings will provide north and south river and landscape views unobtainable elsewhere in this country, it is claimed

The World of Books—By Vernon Fane

THE LATEST IN FACT AND FICTION

The Vivid Exploits of a Paratrooper; China's Struggle Against Japan; An Admirable Thriller; Contemplative Night Journeys; Adventures of a Private Detective; Things to Come

WHEN one of the young soldiers in the First Airborne Division got back to England after the Arnhem action, his friends very naturally besieged him with questions, and he found himself telling the story again and again. He decided to write it down instead while his memories were immediate and vivid, and this record has now been published with the permission of his commanding officer, and with the blessing of the War Office. The author remains anonymous to the general reading public, but he is known to have been given a distinguished decoration for his part in this fighting. His short book, ARNHEM LIFT (Pilot Press. 5s.), will, I think, remain one of this war's most brilliant documentaries.

The writer is a glider pilot, and his book is, in effect, a week's diary, beginning with the take-off in England, and ending with his return to find eighteen of the twenty-two beds in his hut empty. Only four men of his unit got back safely. They had landed on the Monday of the action, and he had got separated from his own unit, joined up with another, and spent several days under increasingly heavy fire defending a street of houses against the Germans. They fought with courage and determination, in spite of a growing shortage of ammunition and guns.

They fought on too with the certainty that the Second Army was coming to relieve them, yet when the order came to withdraw, that withdrawal was carried out in perfect discipline. When the author and three of his friends reached England a week later, they felt as though they had gone through a lifetime together.

The whole story is extraordinarily well told, and written with an economy, a simplicity and even a humour that make it immensely moving. It gives a clear, unromanticised picture of British soldiers, and just as clear a one of the Germans. I don't think that anyone who reads it will ever completely forget it.

A HERO OF THE P.-O.-W. CAMPS IN GERMANY: Major W. R. Henderson, of Leeds, who in civil life ranks as one of the country's leading brain specialists, is saving Allied prisoners of war from blindness, death and insanity with his wonderful operations in brain surgery. He has had more than one chance of being repatriated, but prefers to stay and continue his work among the prisoners, by whom he is known as "the man with the miracle hands"

AN AMERICAN WOMAN SURGEON WITH THE BRITISH ARMY: Major Barbara Stimson, famous American woman surgeon, who was one of the doctors and surgeons from the United States who answered the call of the British Army in 1940 and joined the R.A.M.C., is now in charge of the Orthopædic Ward at the 104th British Hospital, Rome. Major Stimson, who works for hours on end in the operating theatre, has the assistance of five physio-therapists

THE PROMISE (Methuen. 8s. 6d.) of Miss Pearl Buck's title is the promise given to the Chinese of foreign aid against the conqueror: British and American troops to help them in the struggle, year after year of it, which they had been waging against the Japanese. Miss Buck, whose *The Good Earth* made her an internationally famous novelist, is a writer of very strong opinions, and one of the strongest of her tenets is a profound love of China, the country and its people. Her attitude towards her native America and certainly towards England might be called objective, in comparison, and her work always has a particular interest, apart from its literary merits, which are those of a story-teller, for this reason.

The present novel is no exception to this rule of sympathy. It is, briefly, the story of Sheng, who has fought with the guerillas and later entered the regular Chinese Army, and his loyalty to the fighting cause. Sheng loves Mayli, a girl who has been educated in America, and they are shown not only as two intelligent young people in love with each other and passionately responsive to their country's plight, but also as types of Chinese youth, touched by the education of the East and the West.

Sheng goes with a Chinese division to fight with the Allies for the Burma Road, but they are constantly told to wait, and they become restive. Only after Rangoon is lost are they ordered into action, but arrive too late, and their numbers are decimated. Sheng arrives to meet his Mayli, who has been with a nursing unit, and together they start back for China.

Miss Buck knows how to tell her story, to sustain the action and sense of tension, but first and foremost this is a book of ideas and—clumsy word—ideologies. On both counts you should form your own judgment on it.

CRACK OF DAWN (Crime Club. 7s. 6d.) is an excellent thriller. I wish I could be chauvinistic and say that it is also typically British, but I can't, since the author is Miss Leslie Ford and the setting Washington, D.C. The location of the story, as a matter of fact, and the really vivid atmosphere of its crowded, wartime existence, is one of the best things about the story—though there 's a good murder too. One doesn't have to be familiar with Capitol Hill to sense that it must be very much as the author describes it, or to have experienced the Turkish-bath temperatures of a Washington summer to get a rough idea of what they must be like to endure. Mrs. Latham, admirable widow "on the glamorous side of forty," and Colonel Primrose, special investigator for various of the Intelligence branches, appear again in this addition to the series, and have a fine time respectively complicating and elucidating an unpleasant mystery. This concerns rich men of uncertain nationality and cartel philosophy, inscrutable but rather pleasant Indians, and at least three lovely women of varying degrees of mental capacity!

I enjoyed it all thoroughly, and incidentally learned a few things about aelurophobia that I never knew before.

PLAINTIFF IN THE MUCH-PUBLICISED PATERNITY SUIT AGAINST CHARLES CHAPLIN: Miss Joan Barry with her daughter, Carol Ann, pictured at her home in West Los Angeles, California, as she received the news that the jury failed to agree in the lawsuit in which she tried to establish that the famous comedian was the father of her child. Great emotion was shown on both sides during the hearing, with all parties concerned frequently bursting into tears, including Miss Barry's counsel, who described Chaplin as a "Cockney cad"

KING'S CROSS TO WAVERLEY (Hodge. 7s. 6d.) is a book of reflections rather than the civilian's war diary it at first appears to be. Its author, "Timoleon," is, I understand, a distinguished Scottish figure, and these are some of the results of his contemplation during night journeys from London to Edinburgh.

It would be wrong to say that "Timoleon" was no respecter of persons; he is, indeed, but not of personages. He writes with agreeable indiscretion, yet without malice, and chats of events, of trends of contemporary thought, or simply and charmingly of a pretty woman in a violet-crowned hat who smiled at him in the street one morning, and made him forget his depression.

The conclusions here reached may not be profound, or even original, but it is a pleasant little book, and gave me the impression that the writer, whoever he is, must be a friendly creature.

I can picture an author dreaming up "Norman Conquest" as a name for his hero, and being more than mildly amused at the little joke, but I cannot see that it is a good enough joke to carry the exploits of an adventurous and daredevil private detective through several volumes. The present one in the series is CAVALIER CONQUEST (Collins. 7s. 6d.), and it concerns this young gentleman and his rescue of a beautiful girl from a falling tree.

He subsequently drives her to her father's castle (he is a noble, if insolvent, earl), and proceeds to rescue them both from the machinations of a swindling lawyer, and from the threats of a homicidal maniac, who turns out to be the butler's son. The whole thing, in fact, turns out to be a very gratifying blend of crime and *noblesse oblige*. The only trouble is that Mr. Berkeley Gray failed to convince me that the story had the slightest probability.

BACK TO NATURE (Stanley Paul. 9s.) may be a lot of things but it is not, as the publishers describe it, "all very good fun."

By the year A.D. 2044, propounds Mr. R. W. Alexander, America is enjoying a six-hour working week and its citizens are spending their whole time in amusement, with the result that the birth-rate is already so low that a duck could step over it. Maximilian Schuski, a contemporary thinker, sees the danger of the extinction of humanity, and to avert it leads an expedition of 200 handsome men and pretty girls to an uninhabited Pacific island, where he tests his theories of social reform and preaches a back-to-nature creed.

His plans are at first jeopardised by two stowaway reporters (one a pretty girl, one a handsome man), but they finally promise to be good and remain to admire his new regime—which, indeed, seems to be working out fairly well. There is a hitch, however, when one of the community aspires to rivalry with Maximilian. Guerilla warfare finally breaks out between the two supporting factions, and the issue is only settled when, in the good, old-fashioned way, the two men fight it out, and the winner takes the leadership and the girl he loves.

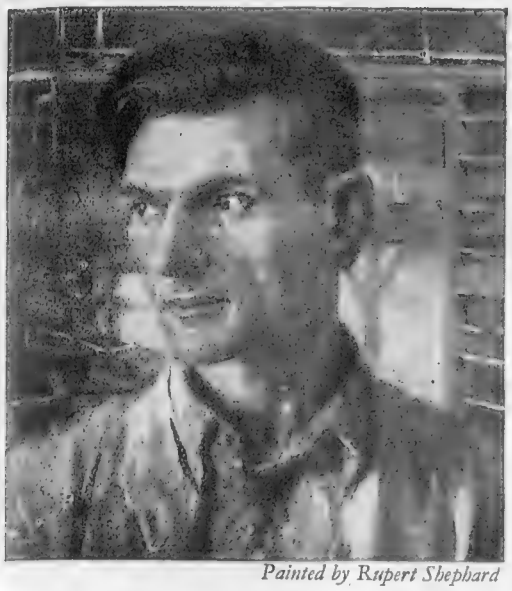
All very inconclusive, even for a fantasy, and proving, as far as I could see, absolutely nothing at all.

RUSSO-POLISH RELATIONS (Cresset Press. 4s.) is the title of a small book consisting mainly of extracts from the late Sir John Maynard's report which was undertaken at the invitation of the Anglo-Soviet Public Relations Association. This report has been edited and supplemented by Professor Konovalov, and is illustrated, very relevantly, by six maps, three of which are published here for the first time.

Since this historical survey deals with a question that should concern all good Europeans, as well as the inhabitants of our own islands, add it to your list for thoughtful reading.

The SHAFTESBURY HOMES & "ARETHUSA" TRAINING SHIP

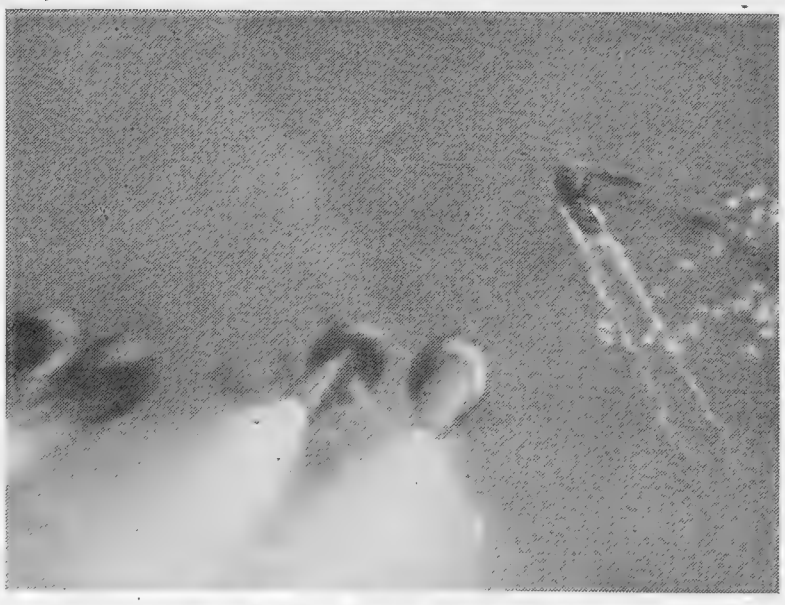
At a crowded meeting on the subject of education, a young Royal Marine stated that he came from a first-class boarding school—the Shaftesbury School at Bisley—and asked why there were not more schools like that? What encouraging testimony! Head Office address: 164, Shaftesbury Avenue, London, W.C.2.



Painted by Rupert Shephard

HENRY JACK BOWMER is a Welshman who came into the chemical industry in an unusual way. Born at Penarth in Glamorgan in 1910 his first job was as a milk roundsman. Then for five evil years from 1931 he was out of work, contriving to keep his wife and daughter on his unemployment pay. In 1936 he found work sieving powders in a plastics factory. Today, eight years later, he is a highly skilled worker who has mastered so many processes that he can, without boasting, claim to be able to operate any machine in the factory. At present he works a Banbury mixer, a machine used for the manufacture of many plastics. Into this machine Mr. Bowmer feeds batches of a thick paste made of polyvinyl chloride (a white, chalk-like powder), liquids called plasticisers, colouring matter and other ingredients. For ten or fifteen minutes the machine mixes the paste, Mr. Bowmer's duty being to operate the switches and stopcocks which control the temperature and the speed at which the mixing is being done. Not only has he to watch several gauges at once but he must keep an eye on the mixture itself, since its appearance tells him things which no gauge can indicate. A mistake on his part would mean not only the loss of valuable material, but that other machines were thrown idle. The flexible plastic produced is then rolled and cooled and granulated. In this form it is ready for use as a covering for cables or for manufacture into piping for petrol and oil. Mr. Bowmer knows that but for him and his Banbury mixer, bombers would be grounded for lack of petrol pipes, and electric mine detectors go short of waterproof insulation. He also knows that polyvinyl chloride is a plastic material which is likely to have equally important uses in the future.

ICI



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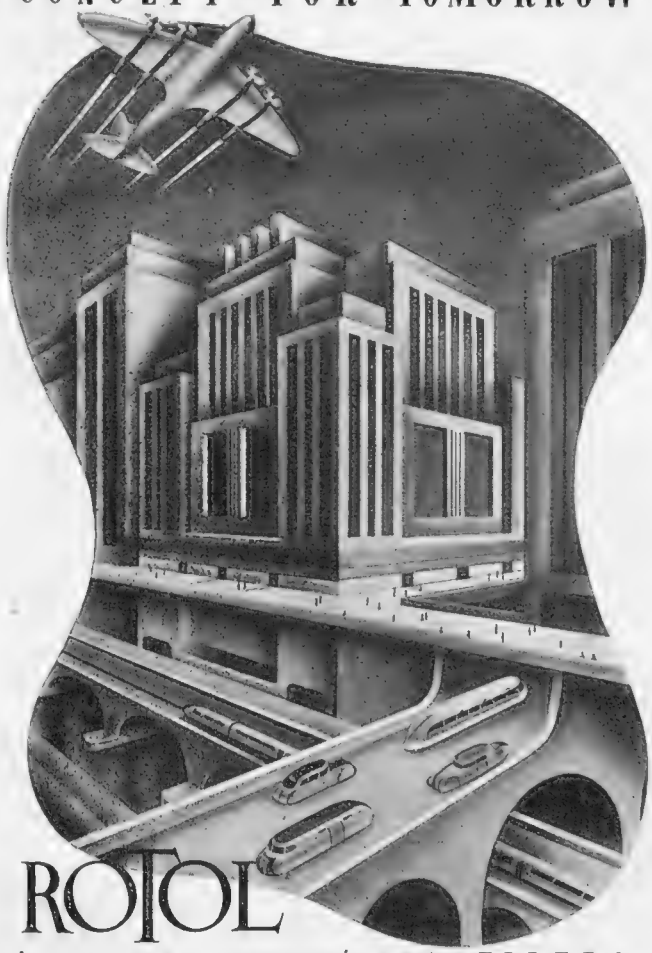

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The story behind the post-war

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Steel is proverbially true. But not naturally so, for in the 'skin' of every steel ingot there are bound to be certain impurities or 'seams.' When it is destined for high quality products, these faults are removed before the ingot is finally rolled into bar, girder or sheet. The slow, old-fashioned way was to cut out the imperfections with hammer and chisel. The modern way is to cut them out with oxygen by a process known as 'hand deseaming.' In fact, some steel works use mechanical means for the same process by which the oxygen treatment is applied to two or even all four sides of a steel billet or bloom at one 'pass' or operation and at 200 ft. a minute . . . a speed undreamt of before oxygen-deseaming was introduced. This is another of the many ways in which the liquid oxygen and compressed gas industry helps to speed things up in war production.

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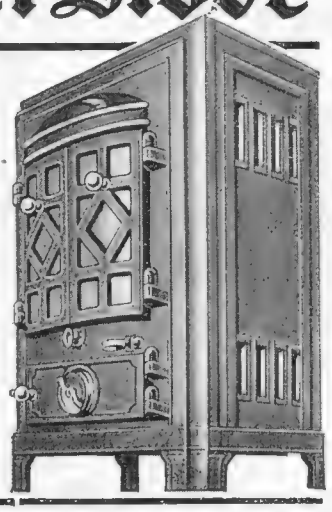

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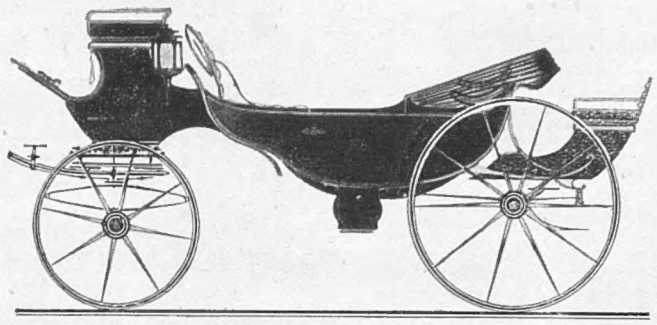

Open barouche by Thrupp

"There comes a tide in the affairs of Empire, as of men, which taken at the flood, leads on to fortune. That tide of air transports will flow over the post-war world, and those transports which will carry the citizens of Empire should be the fruit of their brains."

The Rt. Hon. Lord Sempill

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Engine wear BEGINS ON THE TEST BED

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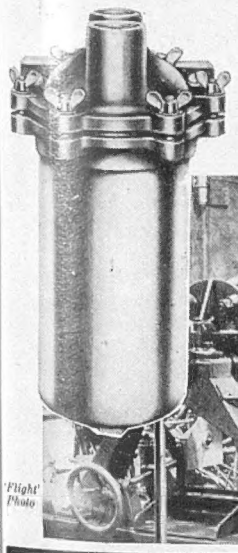
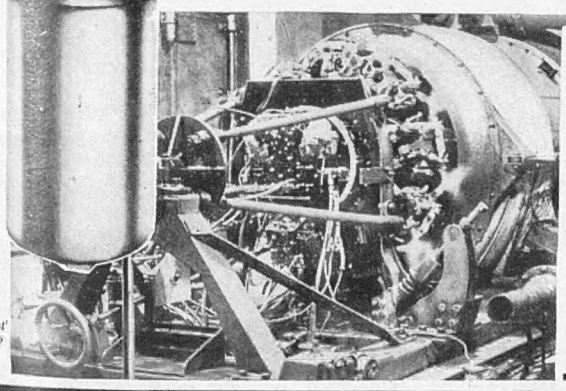


← VOKES TEST BED OIL FILTER



'Flight' Photo

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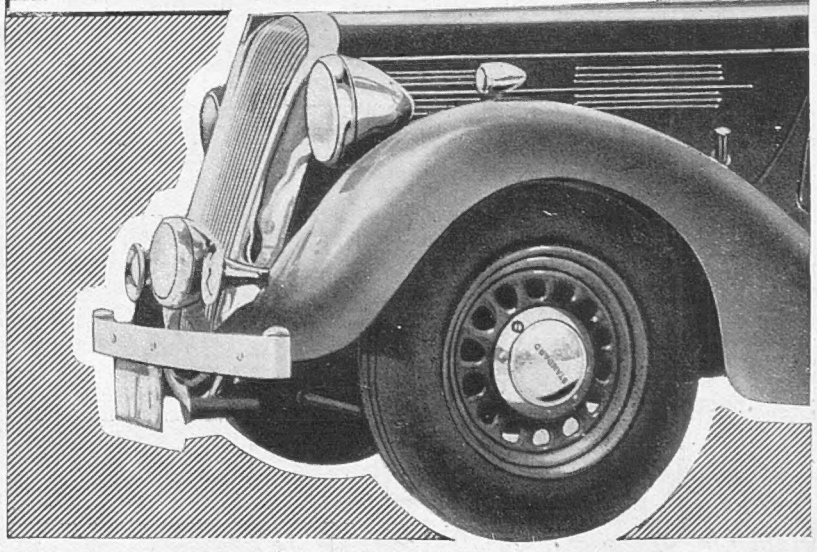

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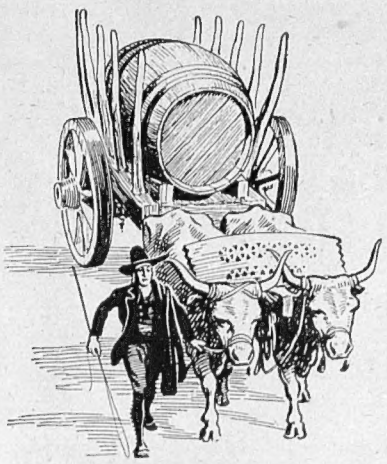

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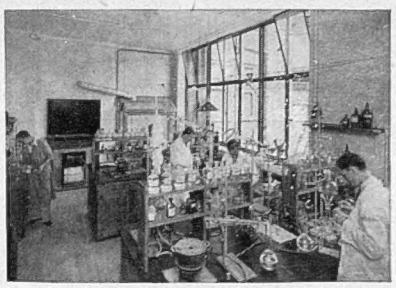

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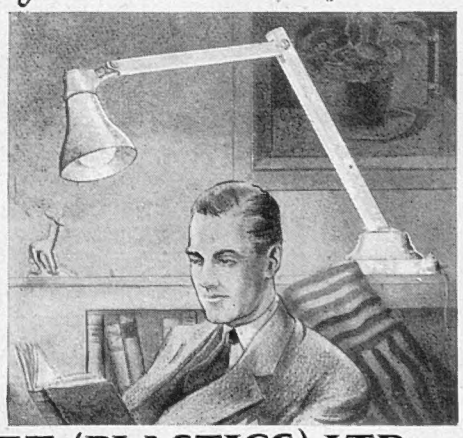

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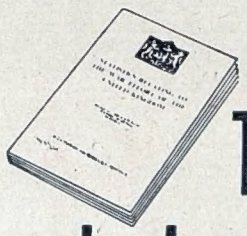

The White Paper reveals that in five years of war, Britain has produced 25,116 Tanks

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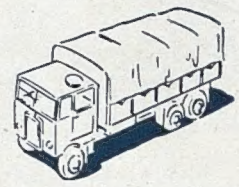

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